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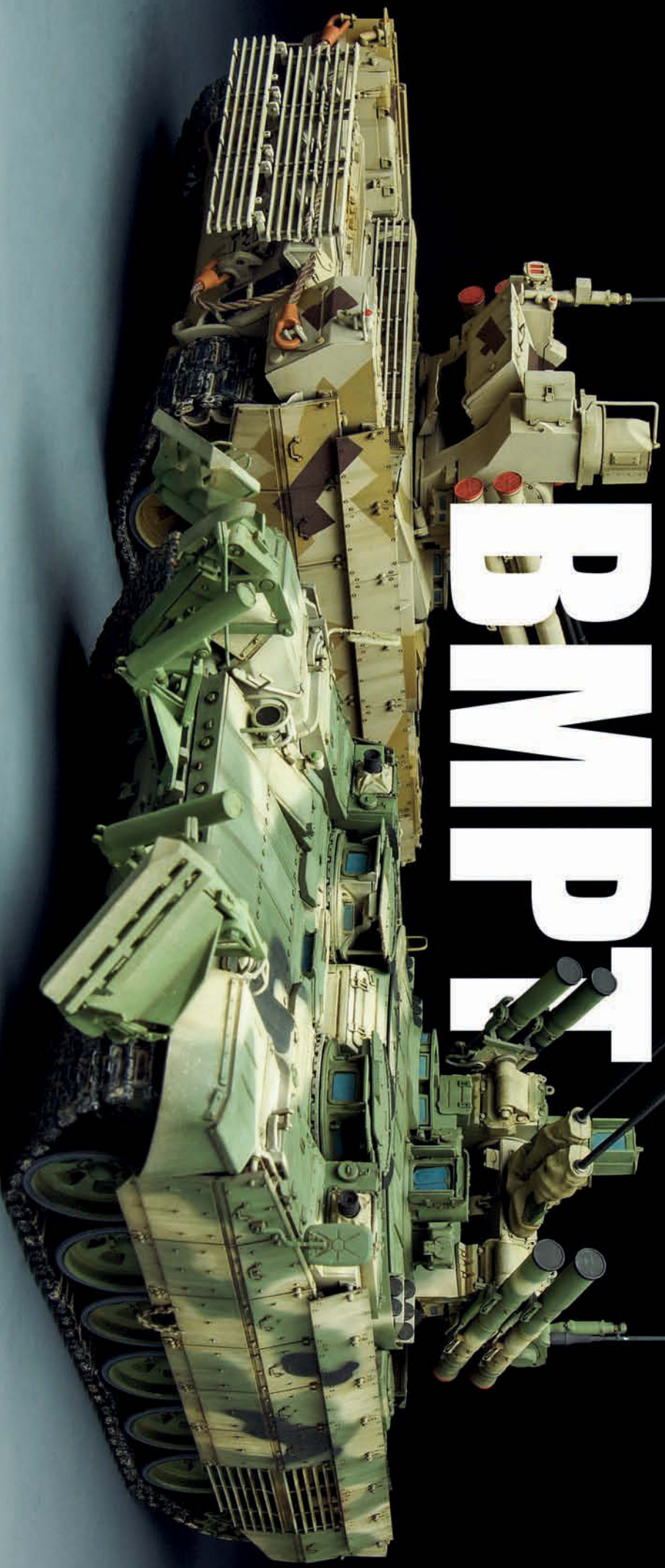


S.8 CALCUTTA

A STUNNING SCRATCHBUILD BY MEGAS TSONOS

"TERMINATOR" FIRE SUPPORT COMBAT VEHICLE

BMP-1



**1/35
SCALE**



1/35 TYRANNOSAURUS SERIES TS-010



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CONTENTS

- | | |
|-----------|--|
| 2 | F-102A
Chen Zexi describes his contest-winning small scale F-102A |
| 10 | Short S.8 Calcutta Part One
Megas Tsonos shares the techniques behind his stunning scratchbuilt 1:48 Calcutta flying boat. |
| 18 | MiG-21 MF
Eduards 1:48 kit is given the Zdenek Sebesta treatment. |
| 26 | RF-4B Phantom
Franck Oudin builds the reconnaissance version of the Phantom using the Hasegawa 1:48 kit. |
| 34 | An Inglorious End Part One
A Crash-landed 1:32 B-17 would not be most peoples idea of starter project but its what Richard Carrick chose to do with a vacform kit. |
| 42 | Big Bird B-17, Part 6
The Editor continues his build of HK Models spectacular 1:32 Flying Fortress. |
| 46 | Air Born
New releases. |
| 58 | Mosquito MkII Nightfighter
Paolo Portuesi tinkers with Tamiya's 1:48 classic kit |

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陈泽熹 陈泽熹

Chen Zexi's

**winning aircraft entry from
the first MENG modelling contest,
Beijing 2014**

The Editor was honoured to be invited as part of an international judging panel at MENG's first model competition held in Beijing back in May as part of Hobby Expo China. Knowing little of the modelling scene in China it was encouraging to see the country which is the driving force behind some of the most exciting kit releases has some very enthusiastic and highly skilled modellers. One such guy is Chen Zexi, the builder of the winning MENG kit in the aircraft category.

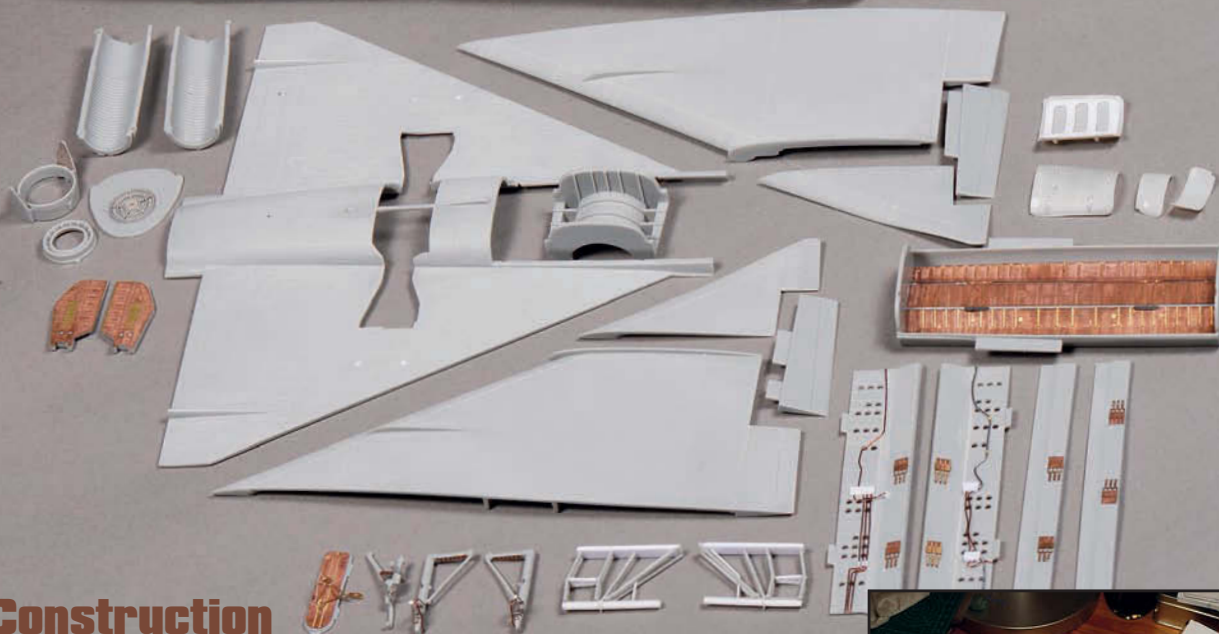
1:72 F-102A

George W. Bush's Delta Dagger



The F-102A, designed by Convair in the 1950s, was a supersonic, day and night interceptor aircraft. Among various types of fighters / interceptors that served with the USAF, the F-102A was famous as the first aircraft incorporating the transonic area rule in mass production. Future U.S. President George Walker Bush also served as an F-102A pilot with the 111th Squadron of Texas Air National Guard. This kit (Serial no. DS003s) made by MENG is a

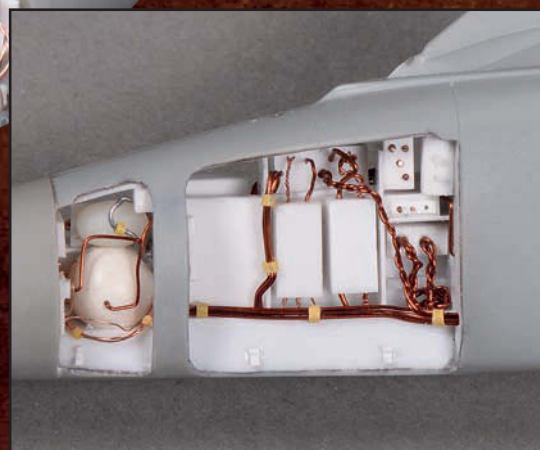
special exhibition limited edition for the IPMS (UK) Scale Model World 2012. It faithfully depicts the details of the markings of the aircraft flown by G. W. Bush. Also, the quality is far superior than the older kit produced by Hasegawa, but I still had the urge to add some detail of my own! I opted to use an Eduard photo-etch set and Quickboost resin parts for the nose section in order to add more details and open some panels.

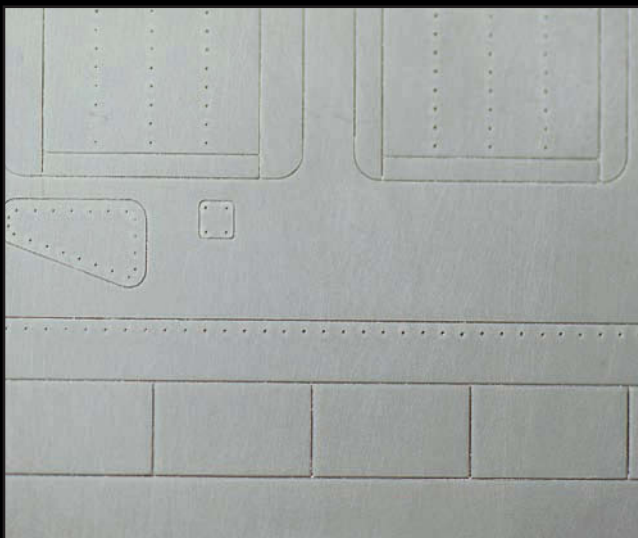
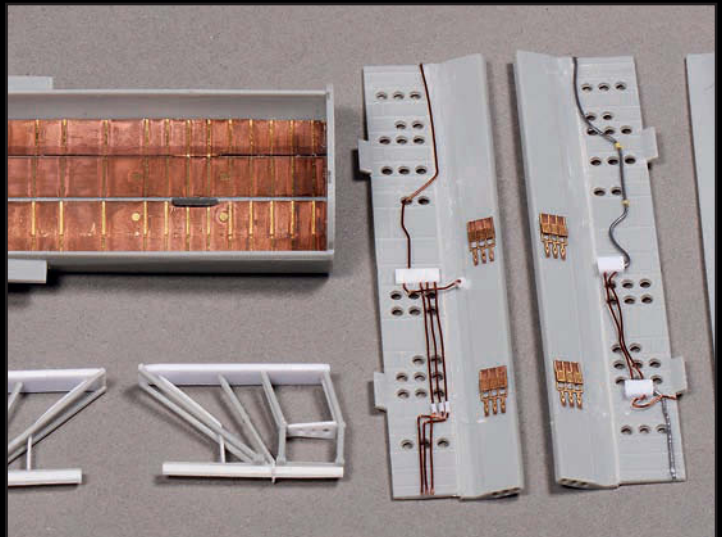


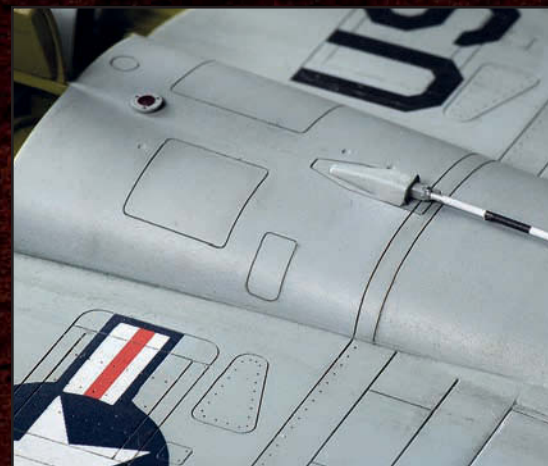
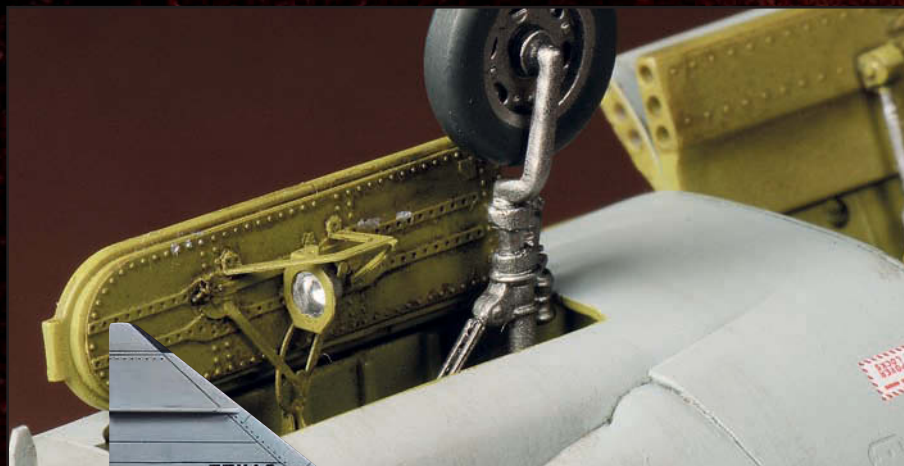
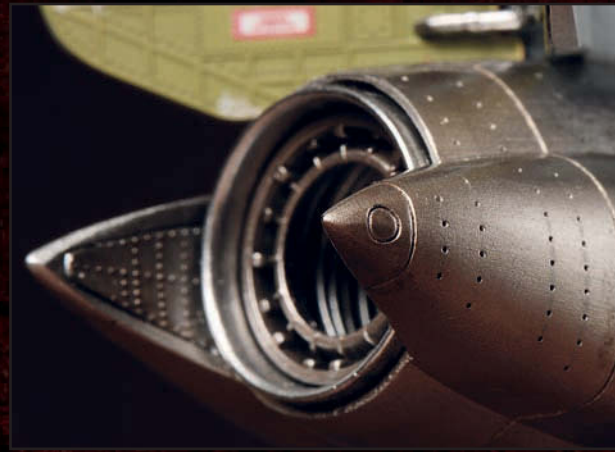
Construction

With plenty of photos and books as reference, I decided to make a major modification to this kit. First, I cut the nose avionic bay open roughly with an electric tool. I then cut the finished edge with a new blade in order to make sure that the covering panel is a neat fit. Next I built the inside structures of the avionic bay with plastic card. Here part of the cockpit as well as the nose gear bay should also be removed to make room for the avionic bay. I used photo-etch parts for enhanced details in the cockpit with painting and weathering completed before fixing into the fuselage. After the fuselage was closed, I used super glue mixed with talc as filling material to make the join seamless. The fuselage was polished with very fine abrasive paper after the glue was set. Then with references I added more details of the nose avionic bay with plastic card,

copper wire of different diameters used to represent the cables inside. The trick here was to build the multi-layered details inside-out. With time and patience a good degree of finesse was achieved. The assembly of the wings was generally fine, the only thing requiring a little work is the usual wing to fuselage joint. Since on the real aircraft a single panel covers this area, more filling and polishing work was needed. As I wanted a very delicate look to the panel lines and rivets I decided to polish out the moulded kit detail and re-scribe some of the fine airframe joints and fixings, a subtle difference in 1:72 but worth the effort I found.





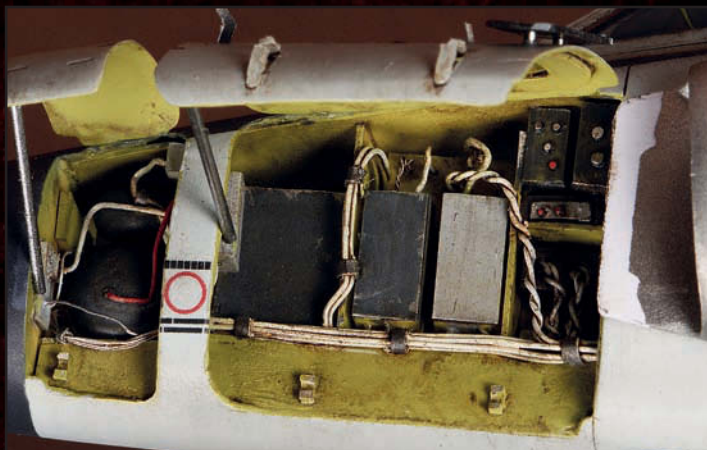


Painting

I prefer aircraft with single-colour paint, as different hues and shades can be used here to depict various surfaces. For example, different colours with a high contrast are best for weathering, while a colour gradient can show 3D structures, and so on. The F-102A depicted by this

model served with the Air National Guard in the 1970s. Records show that these aircraft were very well maintained, thus I started with painting the overall model using aircraft grey as my base colour. Then I added a little brown to the base colour to make the shading, mainly and along major

panel lines. Besides this I applied a thin layer of white and medium grey mixed with the base colour to the shaded area to depict indistinct colour differences. At last several areas, including the red wing fences and the black radome were masked and airbrushed.



Weathering

The weathering process was done after the decals were applied. Since the real aircraft looked quite clean, the model was lightly weathered overall. I randomly dotted the fuselage and the wings with brown, blue and grey oil paint then I brushed the model with Zippo lighter fluid along one single

direction. Repeat this process for several times and you will get a model with an overall clean looking finish along with traces of wear in some details. Finally dark grey and brown Tamiya enamel colours were used to wash certain parts of the model in order to accentuate panel lines and rivets.

1:72



Final thoughts

MENG's kit is well detailed with accurate overall shape providing a great basis for my project. I have also learned a lot from the making of this model. I gained some new experiences with adding complex details and painting and weathering a very clean and well maintained

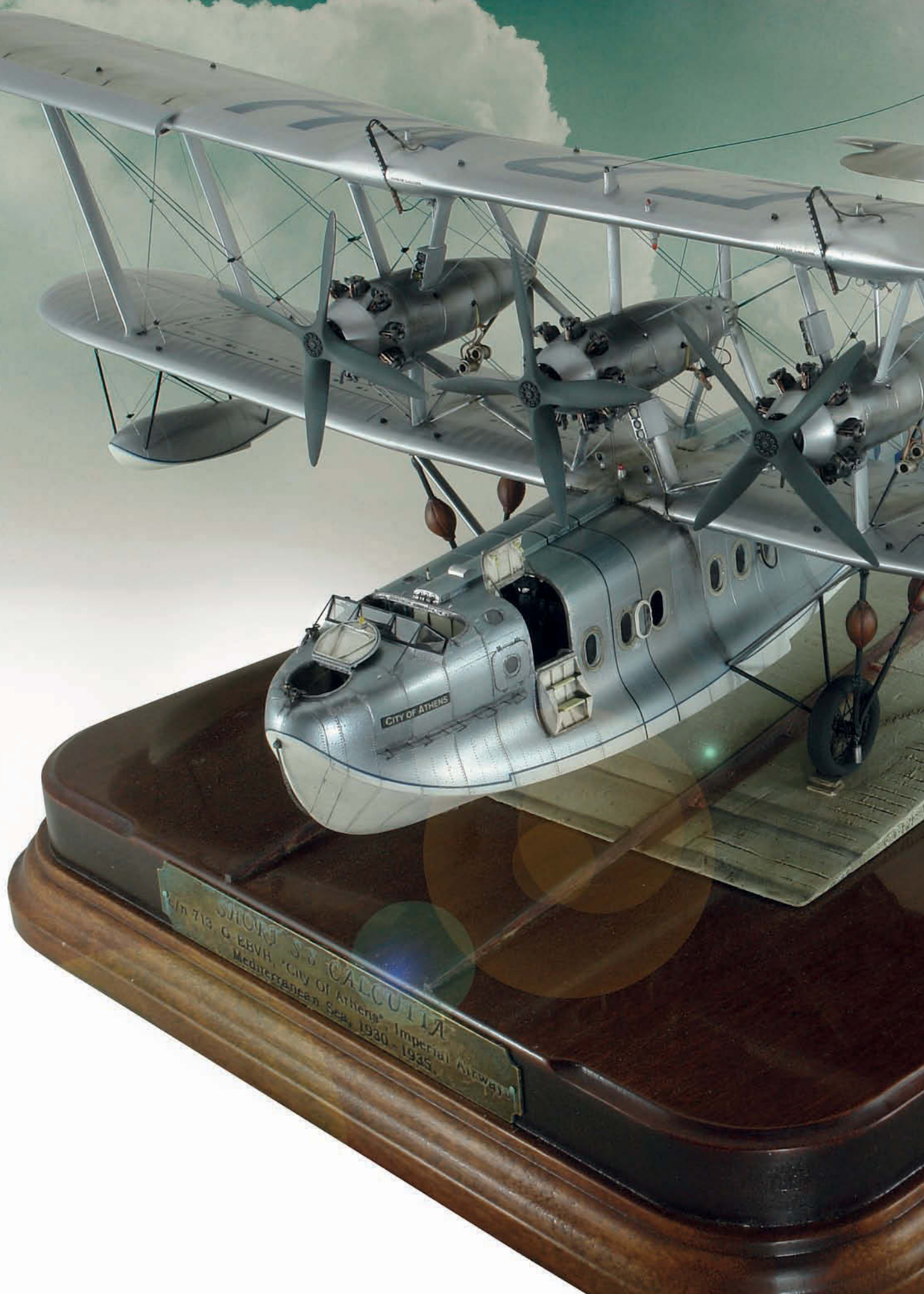
aircraft. I would like to thank my friends who helped me during the modeling process, as well as MENG who developed this kit. Special thanks to Dr. Bo zhang for the text translation.



F-102A



Part One



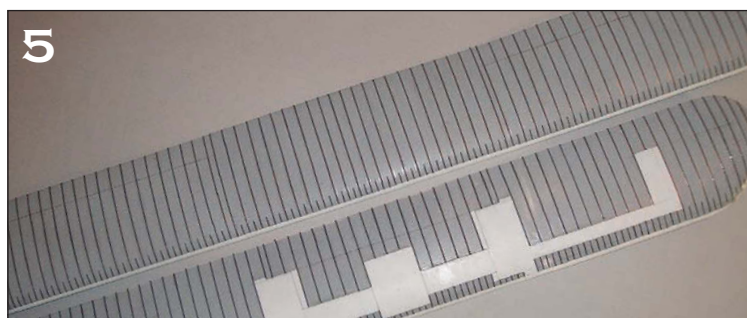
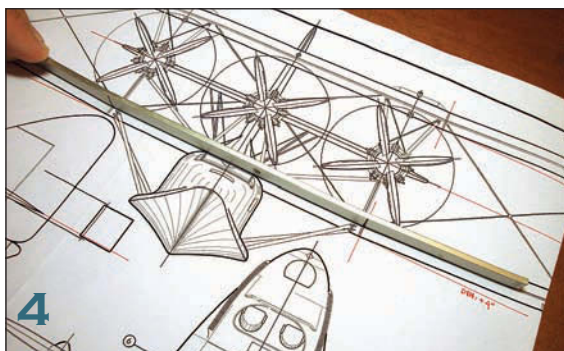
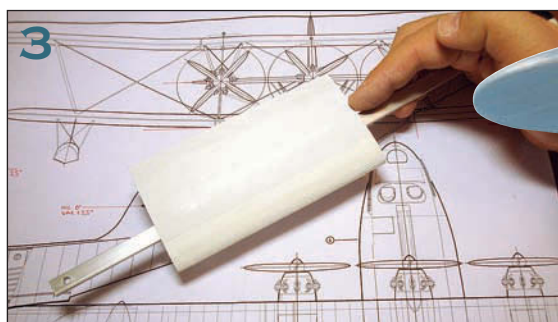
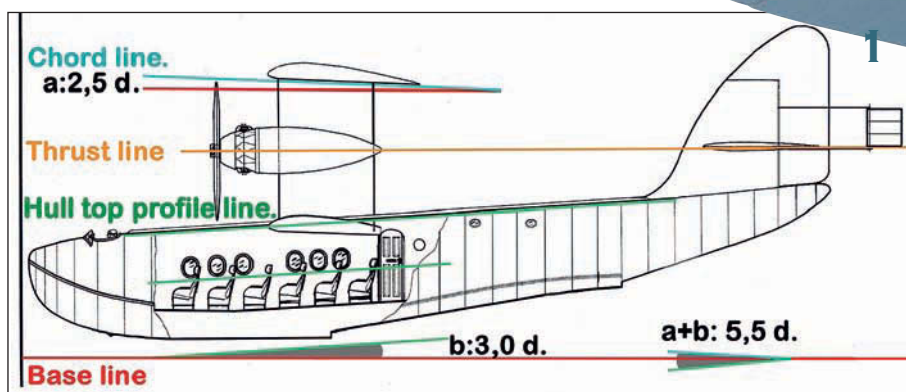
1:48 SHORT S.8 CALCUTTA

MODELLED AND DESCRIBED BY MEGAS TSONOS



The uniqueness of this subject led this modeller to a different thinking in relation to the construction that was to follow. First, at a wingspan of 23", the model had to be robust enough so as to withstand the inevitable mishandlings during its construction. Its sturdiness, when finished, must ensure a long life in the showcase. Second, and more important, the construction had to be designed in a way of leaving an unobstructed cabin interior into which all details would be installed. All the weight of the wings had to be carried by the fuselage skin and not by reinforced bulkheads, as there weren't any on the real thing...

Considering the above, the construction of the Calcutta deviated a little from the traditional scratchbuilding using styrene, as it will be shown in the paragraphs that follow.



THE WINGS

As usually happens with flying boats drawings, a major design line called “the base line” is drawn below the hull, to serve as a starting point for all measuring and dimensions to be determined. The base line is horizontal, and when looking at the side profile of the drawing, it allows for all design angles, except for the dihedral (which can be seen from the front), to be determined. On the Calcutta (see photo 1), the wings angle of attack is 2.5 degrees (angle a) with the engine nacelles “thrust line” (orange line) set at 0 degrees, that is, parallel to base line (red line). The hull’s top profile (green line) rises at 3.0 degrees (from bow to tail- angle b) so the horizontal stabilizer is set in line with the nacelles thrust line. The result is that the wings are mounted onto the hull at an angle of incidence of 5.5 degrees (angles a+b).

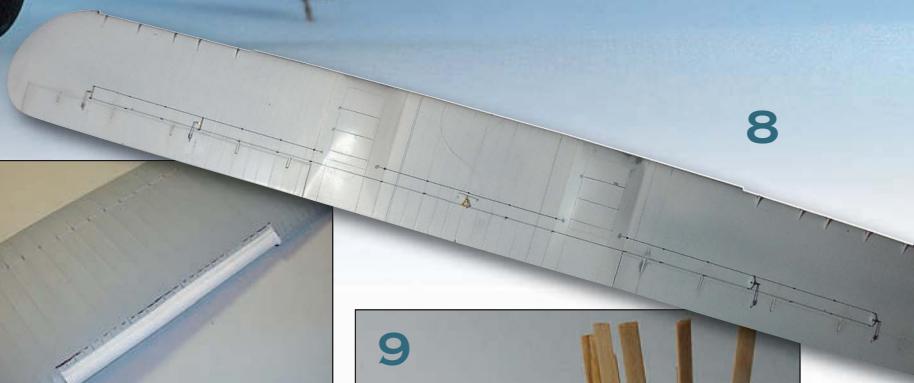
With the above in mind I gave priority to the making of the wings; their main sections were made of thick plasticard

pieces cut to shape. The wings were built in three sections each (photo 2), the center section being flat, while the outer sections incorporated a dihedral of 4 degrees to the base line. In order to obtain the 4 degree dihedral, I fixed a slightly bent aluminium bar as a spar between the sections (photos 3 and 4), used two-part 5-minute epoxy to glue the sections together, and placed wooden blocks below the wingtips to retain the dihedral as the glue was setting. I used Milliput to seal any seams, attached cotton thread with Cyanoacrylate to form the rib detail (photo 5), and finished with layers of Mr. Hobby Mr. Surfacer 500 sprayed on, and sanded down to a smooth finish.

As the second Short S.8 Calcutta constructed possessed Handley-Page auto-slots (the only Calcutta to be so equipped), and I had already decided to built this one, I made the auto-slot cutouts (photo 6) on the upper wings at this point. I modelled the fuel tanks on the upper wing (photo 7), as well as the walkways (thin

plasticard- see photo 5) on the lower wings. I sprayed the whole lot with Mr. White Surfacer 1000 and added the aileron controls (photo 8) made from thin nylon thread, on the upper wing undersides. The 26 interplane struts were made at this point; I used thin wooden coffee-stirring stricks sanded to shape and soaked in cyanoacrylate glue (photo 9), then sanded again and sprayed with Mr. Surfacer 500 and 1000 to a glossy final finish. The Handley-Page auto-slots (photos 10 and 11) were made by the same method.

The wing rigging nylon threads were glued on the upper wing undersurface and with the help of the outer wing struts only (photo 12) both wings were mated to a single assembly minus the engine nacelles. The nylon threads were stretched to form the interplane flywires. For this operation, a jig was constructed to help in aligning the wings. In order to incorporate the correct angle of incidence between the wings and the hull (which is, 5.5 degrees, as mentioned earlier), a portion of the hull



8

top decking, in other words the ceiling of the passenger cabin, was modelled and fitted on the lower wing centre section (photos 14 and 15), where the hull would actually go. A jig was used for obtaining the correct angle and the new additions were sprayed with Mr. Surfacer 500 and White Surfacer 1000 to match the rest of the assembly (photos 16 and 17),

THE ENGINES

The three 540hp. Bristol Jupiter IX engines were mounted on nacelles positioned midgap on the wings at zero degrees (i.e. parallel) to base line, the propellers being vertical. All dimensional checks were carried out on the middle nacelle, soon to be used as a jig for the fitting of the outer ones. I detailed all nacelles internally (photo 18) with formers and stringers, visible through the inspection manholes at the bottom of each nacelle. The engine aerodynamic fairings were made using thin plasticard hot-pressed over a balsa former (photo 19).



6



7



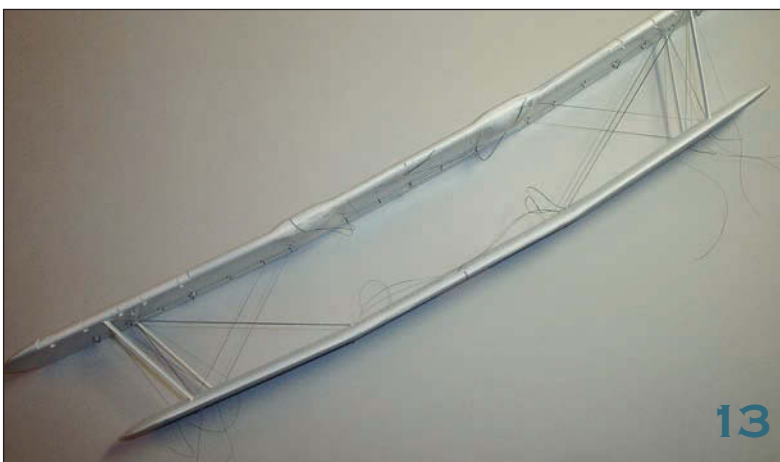
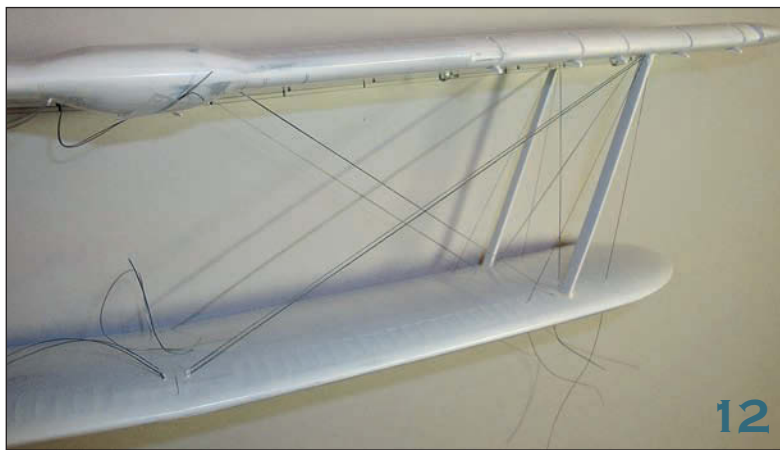
10



9



11



The engines themselves are a resin product of the Karaya Models company (Bristol/ Skoda Jupiter F.VII, product code No.4807, www.models.karaya.pl/eng/shop.html) which had to be drastically remodelled to match the Calcutta's Bristol Jupiter IXF. As the engine cylinder heads are the most visible part of the engines, my full attention was given to rectify them as the resin

parts that comprise the heads are overscale. So, rocker arms and springs, pushrods and retaining rods, induction manifolds and exhausts (21 pieces of detail per cylinder-photo 20), were remodelled to scale.

I installed the engine blocks in their aerodynamic fairings (photo 19) and the fairings on their respective nacelles. At this point the upper wing undersurface,

the struts and nacelles, and the lower wing upper surface were painted in Alclad ALC-101 (photo 21).

In this way I protected the 27 cylinders from unwanted overspraying and now (having previously drilled out the openings) I installed the cylinders through their openings to be glued on their blocks. As for the propellers, when Calcutta G-EBVH was deployed overseas, along with



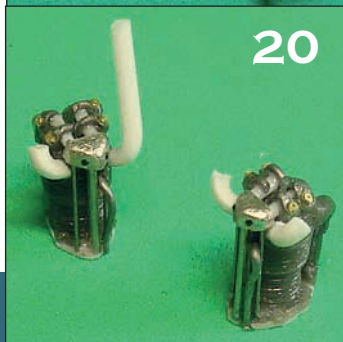
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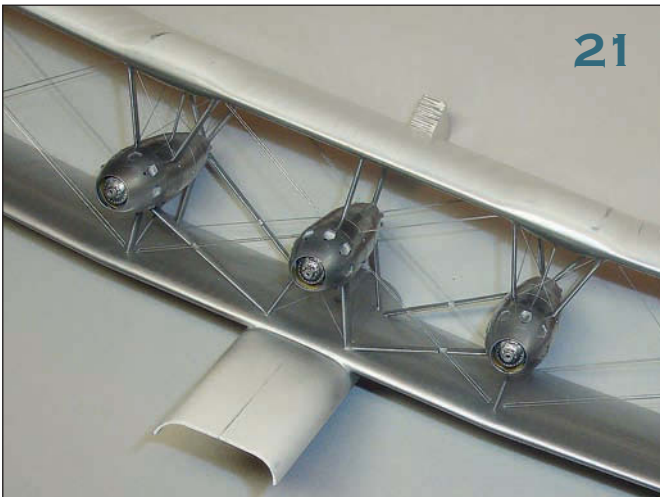
19



20



21



22



other modifications, she was fitted with spinner-less four-bladed single-piece units instead of the two-bladed coupled units that were used in England. I modelled a single propeller in the same way as the wooden struts (photo 22). The wooden propeller was cast in resin, supplying me with several copies of the basic propeller shape. It was kindly custom cast by "Y. S. Masterpieces" (www.ysmasterpieces.com). The center propeller of the real plane was smaller in diameter by 8" to clear the hull top (10ft. 6in. as

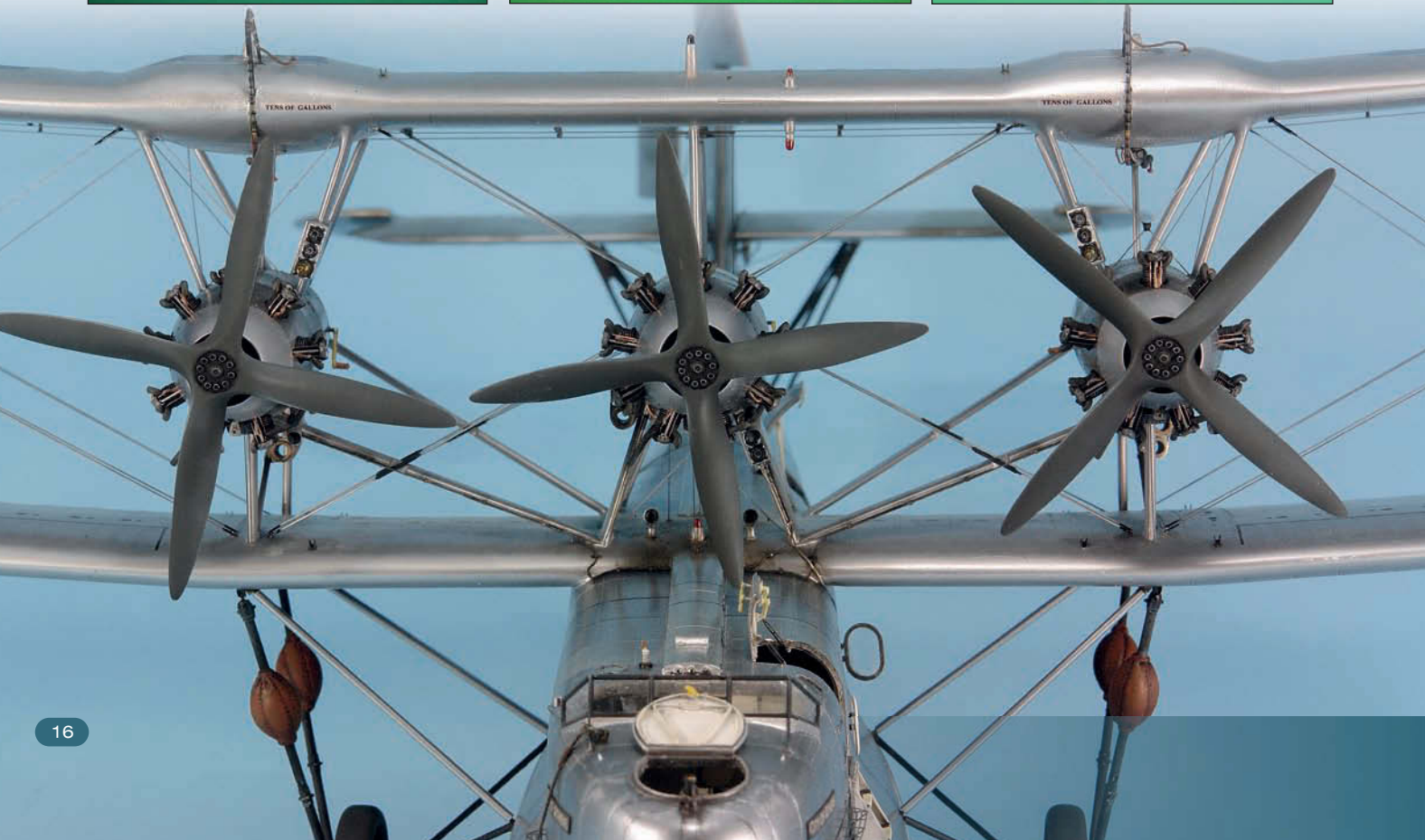
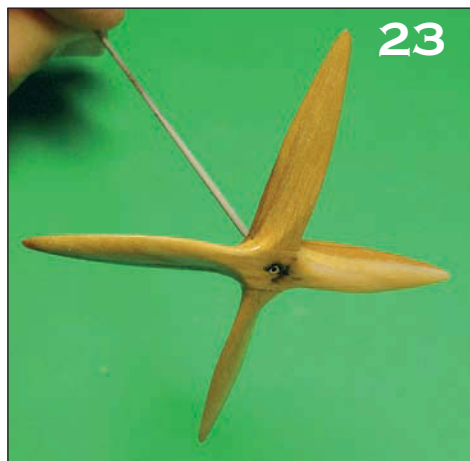


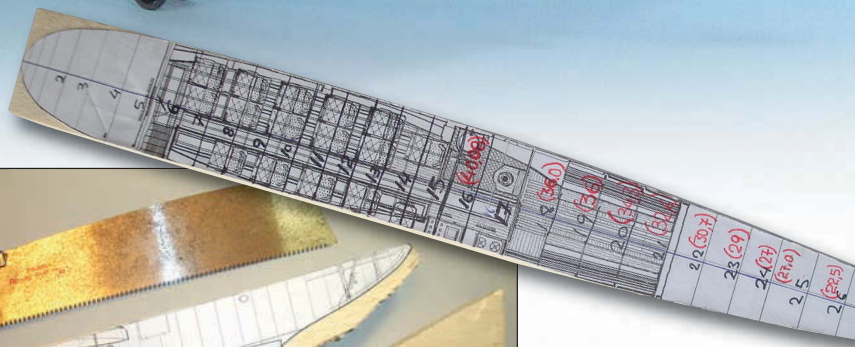
compared to 11ft 3in. of the outer propellers) so the small propeller was chosen for the casting. Having enough copies in hand, I used four to produce the two outers, by simply extending their blades. The propellers (seen primed in photo 24) were painted in a dark grey colour pending installation at the very end of the construction.

Before moving on to the fuselage, a word about the wingtip floats. These are made around a thick plasticard base, the top being thin plasticard, hot-pressed over a balsa former (photos 25 and 26), the planing bottom made of Milliput and sanded to shape. The (brass) float struts were fixed in place (photo 27) and I did the rigging on a template before final installation (photo 28). Thus, I avoided any glue marks and/or accidental damage that would mar the appearance of the wings...

SHAPING THE HULL

"Hanging" under the wings or "supporting" the wings, whichever way you look at it, the outcome in the case of this model is the same. I wanted an extra strong hull, possessing scale thickness and providing 11" of unobstructed interior space for detailing. I also needed a hull capable of being able to withstand all the possible stresses to the point of, well, violence during construction and traveling to the model shows here and there without mishap.





Wishful thinking one may say... Some out-of-the-ordinary thinking and some extra work too, was all that was actually needed. Bearing in mind my requirements plus styrene strength deficiencies, I opted for a solution that includes...fiberglass! "Borrowing" the materials used by the Radio Control community, and having some experience in reinforced plastics, I utilized that knowledge on my project. I crafted a basic shape from a block of balsa wood that was made a little smaller than 1:48 overall (photos 29 to 30) so as to be in scale when all work was done. I used 15 minute mid-cure two-part epoxy resin and, wearing gloves applied the mix on the carved balsa



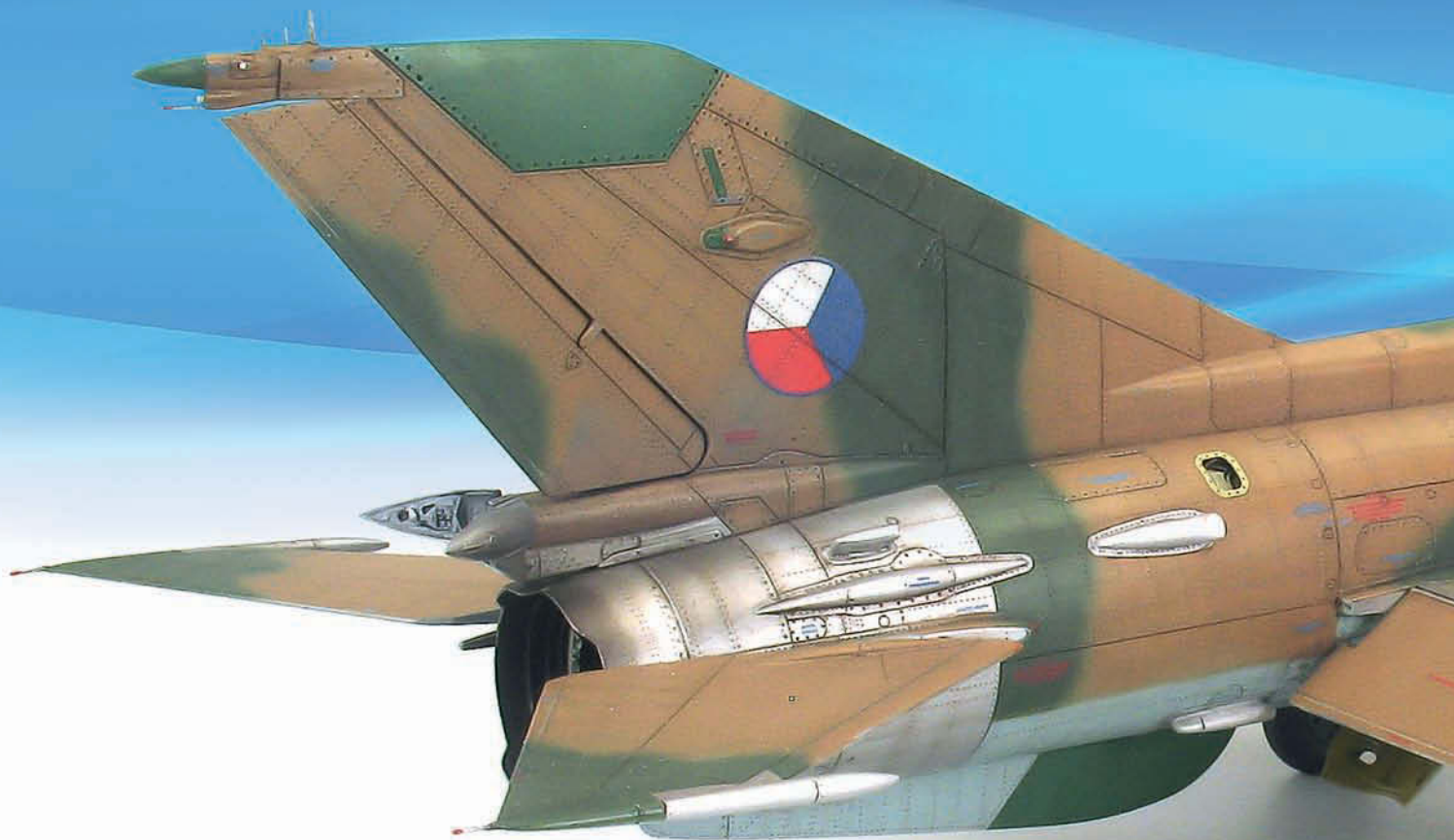
by hand. Within the prescribed time, still wearing gloves, I "dressed" the balsa mould in a piece of fiberglass tissue. I pressed it firmly against the surface (photo 31) so that the resin mix oozed through the fibre. I smoothed over with (gloved) finger wetted with dishwashing detergent (to avoid sticking) and put it aside to set. The excess fiberglass tissue was cut off at this point in preparation for the next step. The operation was carried out twice, in three areas, the top and sides first, next the bow and planing bottom (up to the main step), and finally the aft planing bottom and tail. Thus, two layers of fiberglass were applied all over the balsa mould.



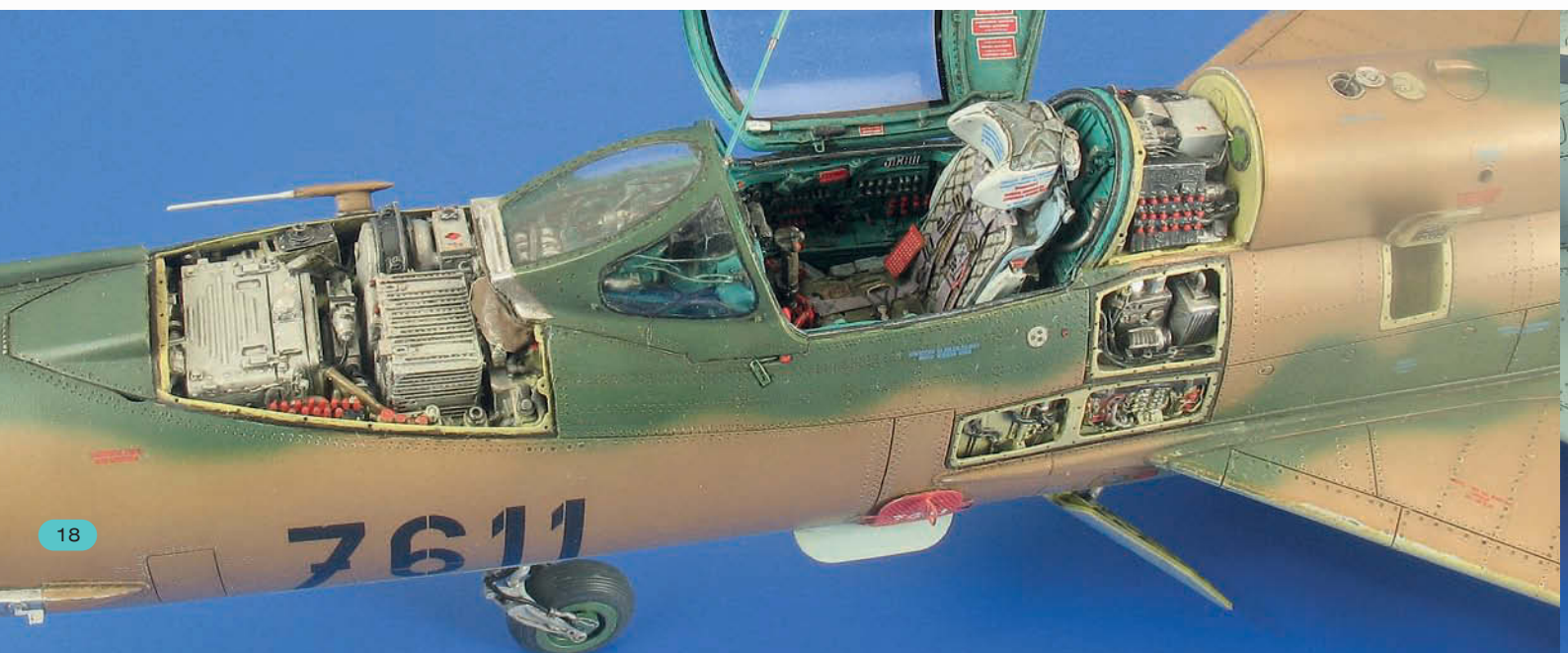
CONTINUES IN THE NEXT ISSUE

MiG-21

**Zdenek Sebesta
works his magic
with Eduard's
1:48 'MF' kit**



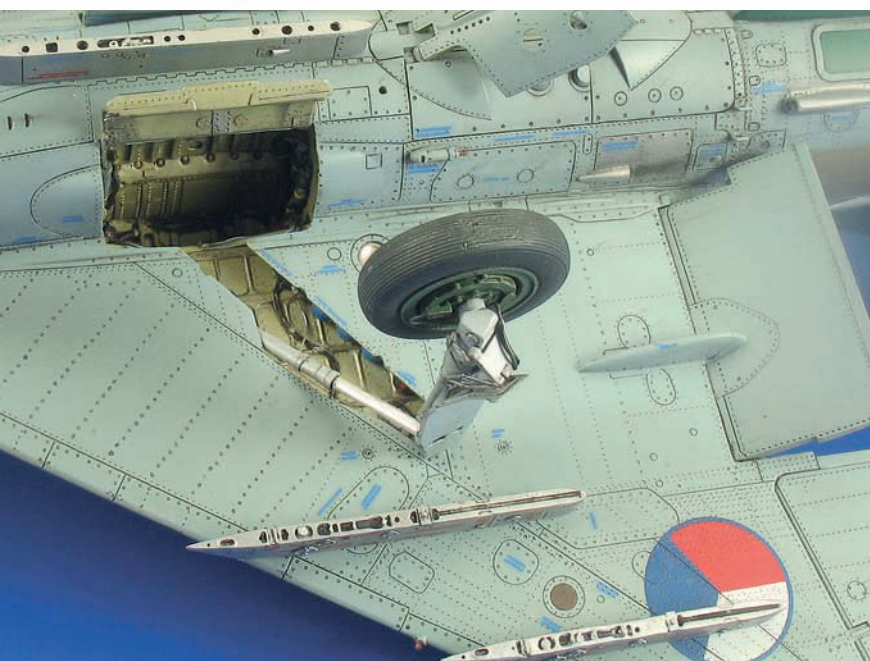
1:48





Czech mate

For decades the MiG-21 was the main fighter aircraft to equip the Eastern Bloc and many air forces within Africa and Asia. In all, it saw active service with over fifty countries around the world since the first prototype flew in 1955. With more than 10,000 airframes in total, it became the longest-running and most produced supersonic aircraft of all time. The MiG-21 has been available to modellers in 1:48 for many years, however the choice and quality has been very limited – primarily produced by OEZ Letohrad and later by Academy. Both of these kits suffered from errors in profile and a failure to cover modifications and upgrades appropriate for a given time period. The new MiG-21 kit from Eduard addresses these issues, plus takes full advantage of the latest model production technology.

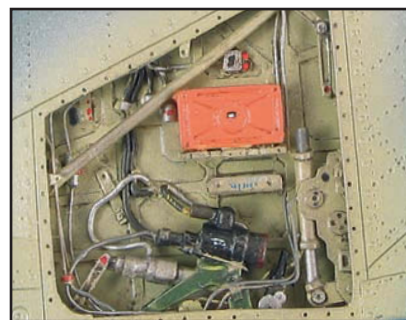
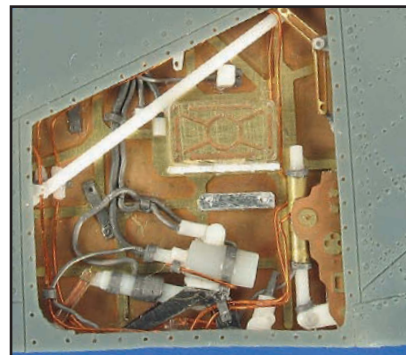
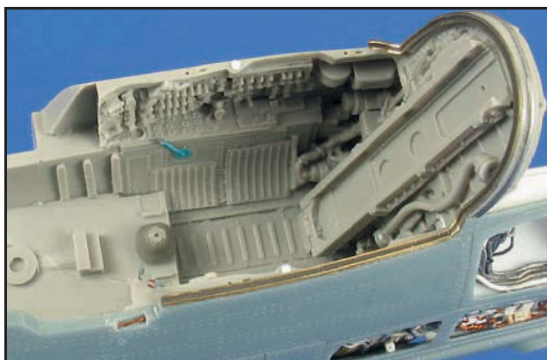


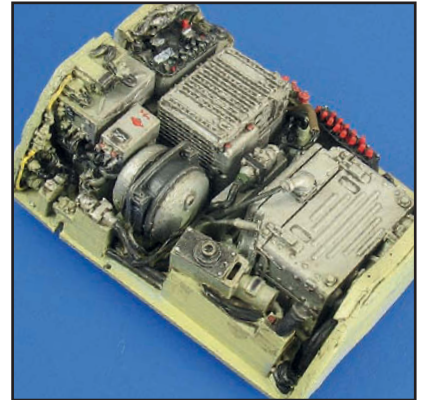
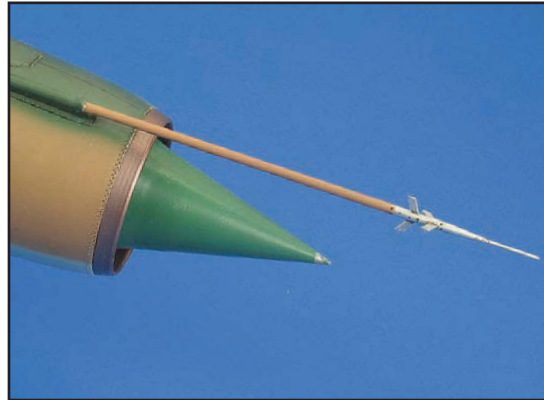
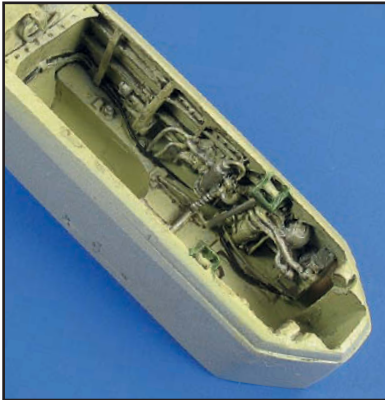
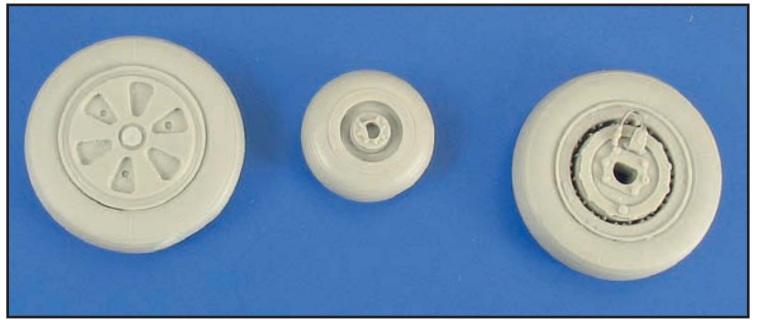
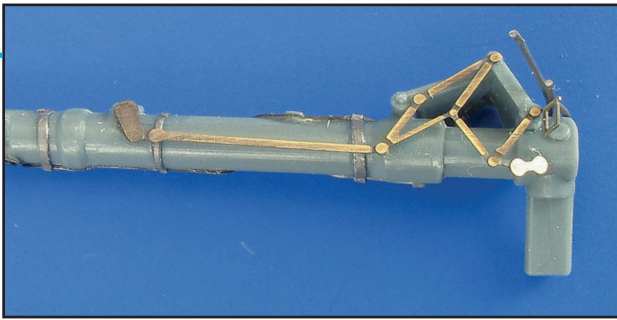
Eduard's first model released was the MiG-21MF version, which saw active service with the Czechoslovak and later Czech Air Force between 1971 and 2005. Since the model's release, a number of detailing sets have come onto the market, primarily from two Czech companies: Eduard and Aires. However there is obvious duplication here, especially with regards to the cockpit and wheel wells. So the choice will be up to the individual modeller as to which detailing sets they prefer to use during their own model build. This kit is very accurate indeed and appears to correspond with the available scale drawings. Noteworthy is the surface detail, which includes: finely engraved panel lines, rivets and where necessary the heads of individual screw fixings.

Eduard offer in their Brassin range of detailing sets for the MiG-21, a set of resin wheels and I can highly recommend it. The tread definition on the tyres is very fine and size information is clearly embossed on the sidewalls. The main wheels are supplied with a choice of two hub designs: solid or with spokes. Wherever possible I would suggest referring to photographs of the actual aircraft you wish to model to determine the correct wheel hub to fit. However if this isn't possible, a rough rule-of-thumb is that the spoke version was

more widely fitted to the MiG-21 during its career. The Brassin range exhaust nozzle detailing set is also highly detailed but, once assembled within the fuselage most of this is hidden, though of course you can still have the satisfaction of knowing that it is all fitted up inside! Also of interest the Czech company Black Dog offer a nicely detailed set that includes a thinned rear edge to their exhaust nozzle assembly. After referring to photos, I decided to open the braking parachute container mounted within the SOP, as well as opening all the

airbrakes. This latter detailing requires some very careful work to separate the closed front doors and remount them open but, slightly recessed. This job can be fiddly, requiring constant checking to obtain a flush fit. It is unfortunate that this option had been overlooked during the preparation of the model, however Eduard is due to release an airbrake detailing set in the future as part of their Brassin range.

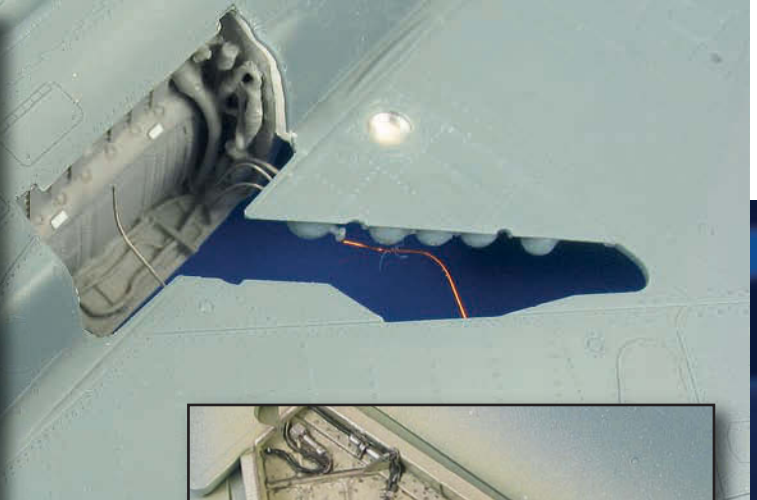
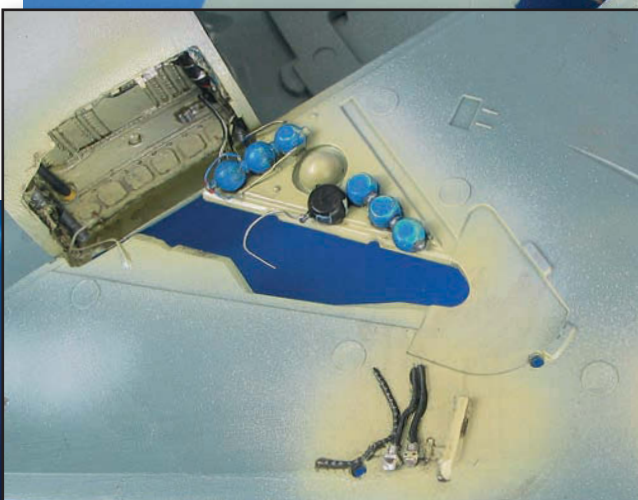
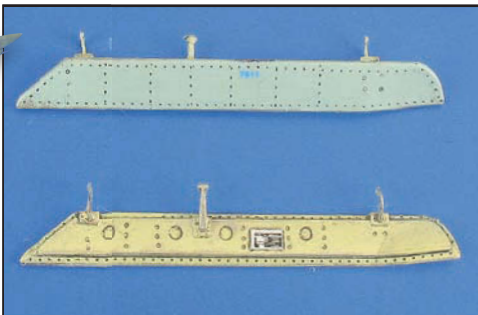




Given that I chose to build my aircraft with opened access covers, as per operational service it would have been wrong to then fit ordnance to the wing and fuselage weapons pylons. This being the case, I had to adjust the bottom surfaces of the pylons to suit. Unfortunately the plastic Pitot tube

supplied with the Eduard kit is very fragile and was slightly misshapen. On top of this, the modeller is expected to glue four tiny photo-etch fins to it. This entire assembly is very susceptible to damage. However I was lucky enough to discover a small Korean producer, SUSEMI, which offers a

replacement Pitot tube that is of one-piece construction, thus eliminating the fiddly gluing of all the individual fins. Quickboost offer both the GSH-23 cannon, as well as a set of drilled air intakes as optional accessory sets for the MiG-21.





Colour consideration

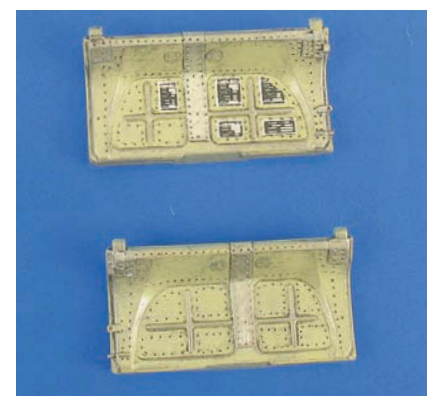
The finish applied to the cockpit interior of the Czech MiG-21 was always a turquoise green. There have been many discussions in the past on modelling forums as to the exact colour to use to imitate the original. To cap it all, the Eduard assembly instructions recommended emerald green (GSI H46), which is no longer available. To try and resolve this issue, I visited a well-stocked local model shop that has a wide selection of modelling paint colours. To help me with this, I was fortunate to be able to borrow a pedal from a real Czech MiG-21 to compare the colour shades.

I finally settled on the Vallejo Park Green colour (70969), which turned out to be a precise match, without the need to resort to any colour mixing. I diluted this colour with Vallejo cleaner prior to spraying the cockpit interior. The remaining visible airframe interior was airbrushed with a yellow-green primer colour, mixed with a small amount of Aluminium powder. The undercarriage legs were painted a very pale grey to off-white, while the wheel hubs were in green. All surface antennae on the aircraft were painted in this same shade of green. The inside surfaces of each airbrake were originally in the

yellow-green primer colour, however during maintenance these areas became repainted in a bright yellow finish. Unlike the airbrakes themselves, the fuselage surface underneath them remained in the same pale grey-blue colour as the rest of the lower surfaces.

MiG-21 number "7611" was one of the 58 machines that were delivered to the Czechoslovak Air Force from the Soviet Union in brown-green camouflage between 1973-74. No national insignia or tactical numbers had been applied at this time, plus all the red and blue airframe stencils were in Russian language only. The original paints applied to these aircraft in the Russian factories were exceptionally durable and still adhere well on many museum examples, however they did fade with time. In stark contrast, paints applied following medium and general maintenance while in service have not fared so well, with finishes peeling often from large areas. Referring to the few contemporary photographs available, it can be seen that there was some variation in the camouflage pattern and markings. For example: the Czechoslovak national insignia applied to the wings were originally of a much larger

diameter (e.g. 680mm), likewise on the older MiG-21F. The ones applied to the vertical stabiliser were 550mm diameter. However during service over the years the overall size was standardised to 500mm on all surfaces. In its original form, following delivery in 1973-74, certain parts of the airframe were retained in a natural metal finish colour rather than receiving the camouflage finish applied to the rest of the aircraft, examples being the cannon, fuselage and wing weapons pylons, front engine cover plates underneath the fuselage, end spindles of the VOP, air ducts for cooling the afterburner chamber, plus a 100mm wide strip on the upper section of the main flap leading edges.



The first stage of painting was to apply an overall spray coat of Gunze Sangyo Mr. Surfacer 1000. The lower surfaces received a coat of pale grey-blue (GSI C115), followed by the disruptive pattern of brown (GSI C119) and green (GSI C302) on the upper surfaces – the latter camouflage pattern having a diffused edge between the colours as per the original aircraft.

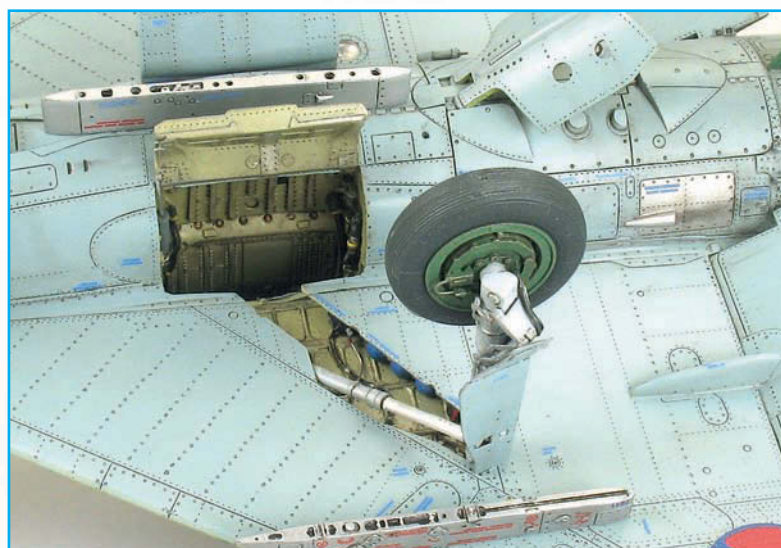
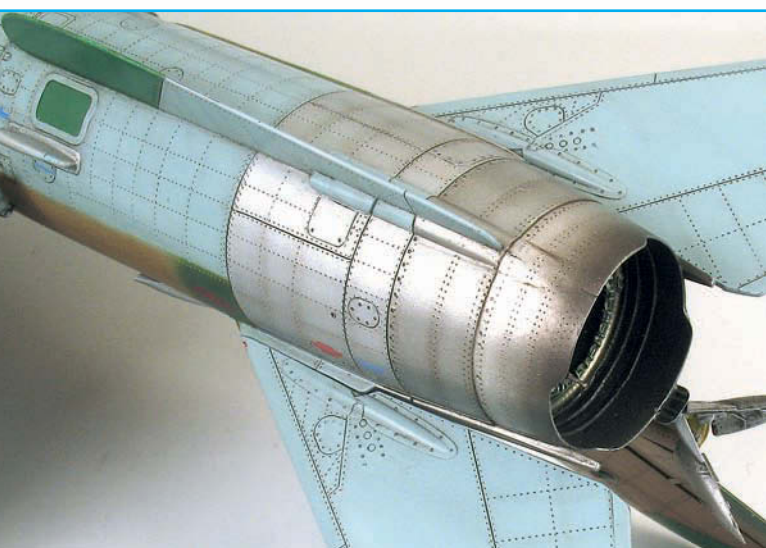
To represent the original metal parts, I used the Alclad II Aluminium shade. For the exhaust nozzle and rear panels, I used some different shades from the Alclad II metallic colours range. The wheel hubs and the front cone antenna were sprayed green (GSI C6). Before applying the decals, the model was sprayed with a layer of GSI gloss varnish. For my model I chose to use Czechoslovak national insignia that I had in my own stock box, with 14mm and 11mm corresponding to the appropriate

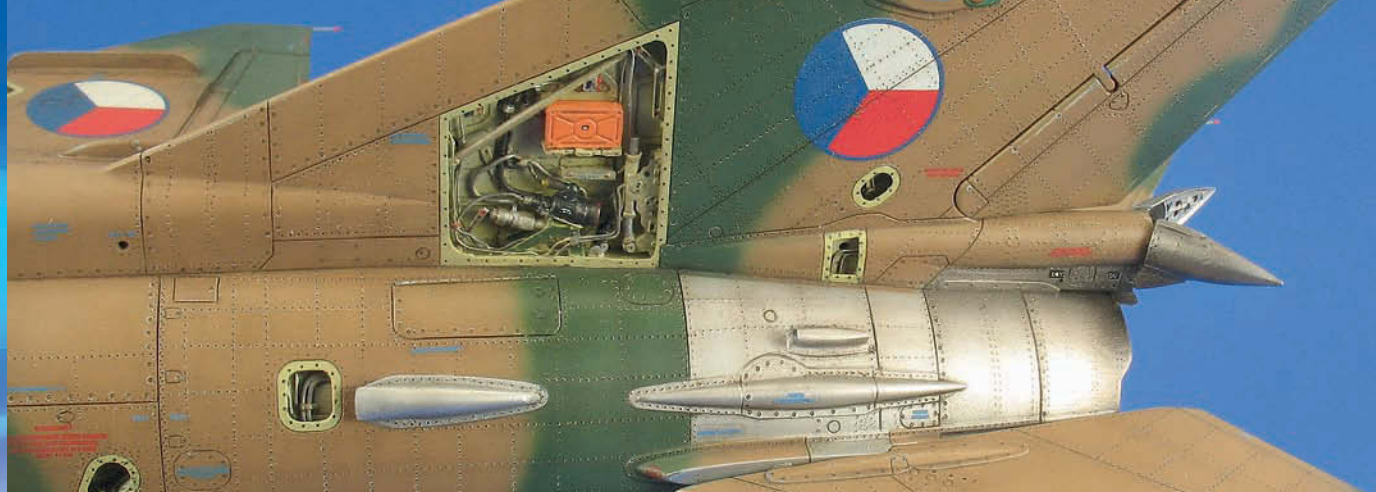
diameters. The red and blue airframe stencils were printed in Russian and these came from a separate decal set printed by Eduard. When applying the decals, I used Mr. Mark Setter and Softer without any problems. Finally the finished model received an overall layer of semi-gloss varnish, followed by a wash of Mig Productions Neutral and Dark Wash to highlight surface detail and panel lines.





With the final detail painting and weathering done, my MiG was complete. The Eduard kit is very nice but I hope I've shown the detail can be raised so much further with some good reference to work to and finding the right aftermarket parts.





MiG-21 MF



References:

MiG-21MF/UM in Detail; WWP
 MiG-21MF Fishbed; Verlinden Lock On no. 21
 MiG-21; 4+ publications
 MiG-21; In Action no. 131, Squadron Signal
 MiG-21 Walkaround no. 37, 39; Squadron Signal
 MiG-21; Kagero Topshots no. 1

RF-4B PHANTOM

Franck Oudin details Hasegawa's 1:48 Marines Machine





This is one of the last versions of the Phantom to be released by the Japanese manufacturer, the RF-4B, is one of the most elegant Phantoms with its slick nose and thin wings, it was used by the Marine Corps, and the US Navy, the RF-4B was an unarmed reconnaissance aircraft.

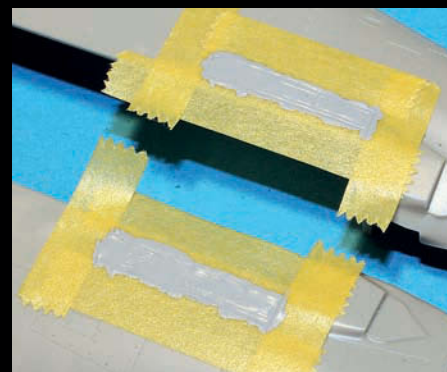
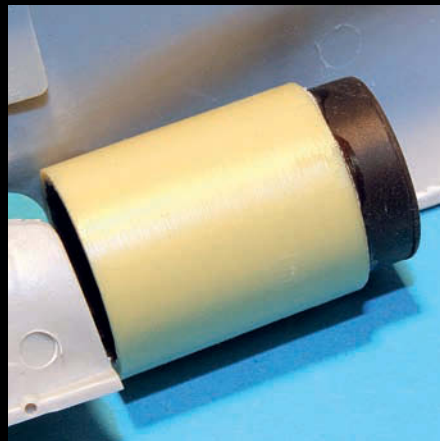
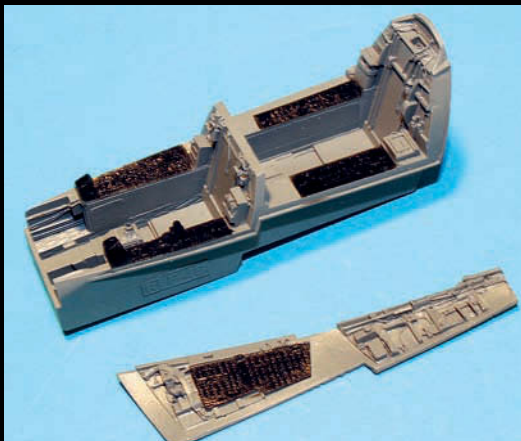
The kit offered by Hasegawa is starting to show its age with some of the panel lines moulded in relief, if you really want to do a realistic RF-4B be prepared to do some extra work on your model as a few moulded details have to be carefully removed, but be reassured, there's nothing much to worry about.

As most of the time I can't do an out of the box build, I decided to throw into my kit, a resin cockpit set, a set of exhausts from Aires and while doing some research on the net, I found out that Royale Resin were doing some very nice parts for this kit too, so Doug Smith from Royale resin kindly provided me a set of weighted wheels, a set of flaps, and then a set of the ailerons which will really improve the model by the superb casting quality of these resin parts. I also acquired the super brass Pitot tubes from Master in Poland ...

So... let's start!

1:48





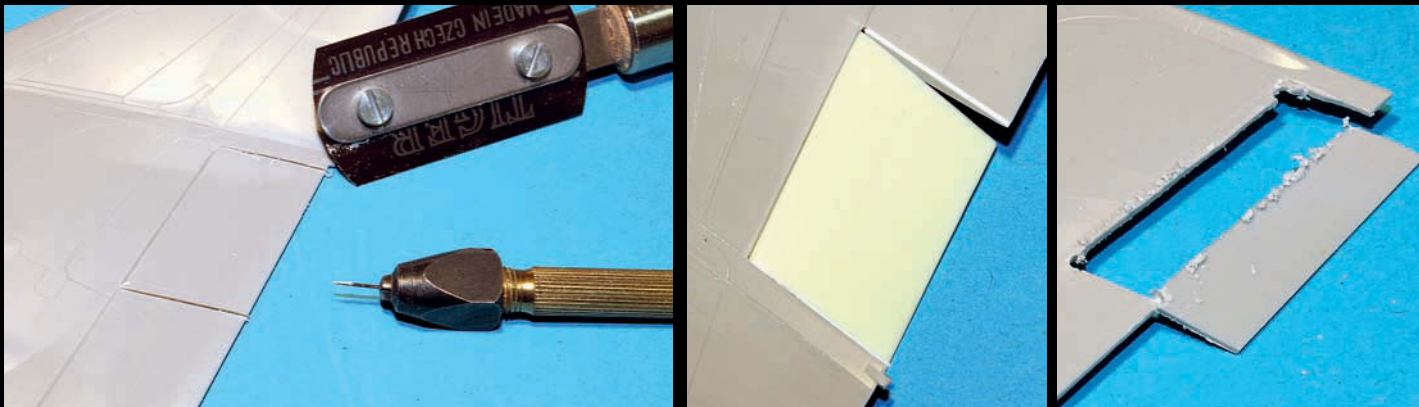
As usual the work starts with the cockpit, the Aires set looks great but will need some serious trimming on the side walls of the fuselage where all the moulded details are erased, and as usual the Aires instructions are rather poor in explaining what has to be done to the kit to fit the resin insert and a lot of guessing has to be done and dry fits. The resin insert is much thicker than the plastic parts and a lot of resin will have to be removed, and the same will be required for the front wheel

bay. The front instrument panel cover is also cut away at this stage, again take your time dressing the part to fit. All the plastic parts for the nose camera are prepared but painting will start later as there is other modifications to be done on the model like filling the light apertures on both side of the fuselage and tail, that can be done with a good coat of Mr Surfacer 500 from Gunze.

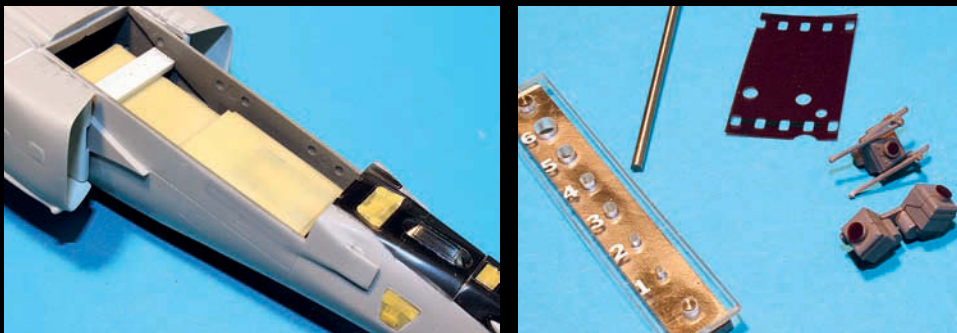
The nose cone will not need extra weight, and I also decided to use a new set of

burner cans which will look much better than the plastic parts, but they will need some surgery to get them to fit inside the model. Some of the inside fuselage is cut to give room for the resin parts. The ailerons are replaced by the superb Royale Resin parts, a small hole is drilled and a small metal rod is inserted to fit them, taking care to represent the 23° angle of the ailerons.





I then turned my attention to wings where some minor work has to be done to get the model as close as possible to an RF-4B, I cut the external flaps and replaced them with the Royale resin parts. I started the cut by scribing with a needle, and finished it with a Tiger saw. Some trimming is necessary to obtain the best result and the side of the flaps is filled with thin plasticard, happily the new flaps fit perfectly.



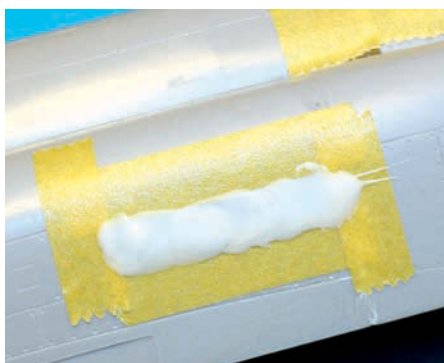
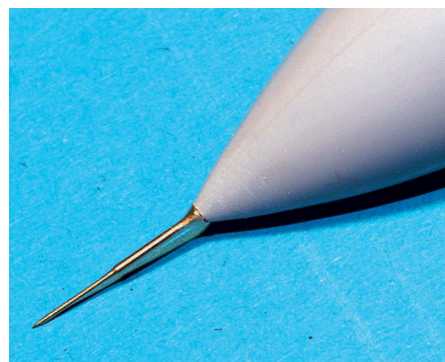
The air intakes are prepared by slightly sanding the inside to remove the ejector pin marks and some minor flash on the lip of the intakes. The resin wheels are drilled to adapt them to the landing gear strut. The inside of the fuselage is painted with Gunze H-317 grey, the camera bay is done with a mix of Gunze H-2 black, and H-77 tyre black. The complete resin cockpit tub is done as well, and the air intakes are painted Gunze H-316 on the inside and the area on the fuselage and the cameras are painted with Gunze H-305. The exhaust parts are painted with different shades of burnt metal, jet exhaust Alclad metallic

colours and set aside.

The resin exhausts are fixed in place, then the cameras are weathered and fixed inside the fuselage, a small disk of photographic film is glued on to simulate the lens.

The fuselage can be now assembled, taking care to carefully align it before gluing, then the top of tail, the nose cone, and the camera panels are fixed in place. A small touch up with Mr Surfacer is needed in some areas to cover small seams, then lightly sanded. The external tanks are assembled and sanded, lightly polished and painted with Gunze H-315.

The wings are the next stage of the build, the small bean shape is removed from the top wing, and the small antennas removed and carefully sanded, the external flaps are also removed from the model to be replaced with the Royale Resin parts. The wing can now be assembled together and once dry all the seams are lightly sanded. The complete airframe is assembled and some extra care is taken to align all the different joints to obtain the best fit possible in order to minimize the sanding work post-gluing.



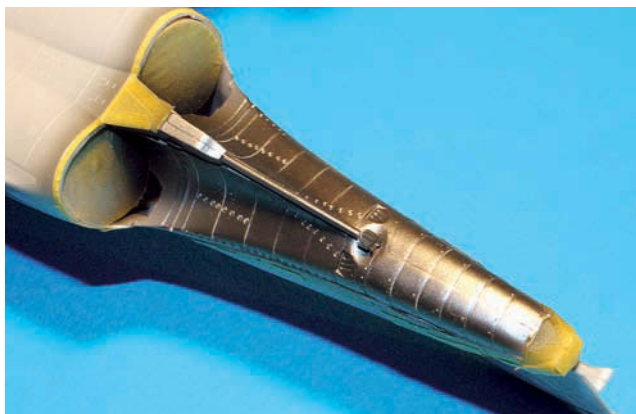
The general fit is pretty good and a minimum of sanding work is needed. The complete airframe is now ready for the painting stage, the canopy is fixed in place and masked. The entire model is lightly polished with a soft cloth and the painting can begin. I wanted to do a nice clean scheme I choose the one offered from the box which is an aircraft from the VFMP-3 with a nice bright green tail decorated with a big fox's head.

The metallic back burners were painted first using Tamiya Titanium silver and Gunze H-18 steel. Once dry these areas are masked and the overall white is airbrushed (Gunze H-316). Do I hate painting white - yes I do! So many layers have to be applied to obtain a nice opaque finish. The next step is to paint the Gull grey top surfaces with Gunze H-315, then the tail is masked and the bright green is applied.

Using Gunze H-26, the anti-glare panel is next with a mix a Gunze H-2 black and Gunze Tyre black H-77, while I was using this colour I painted the two front ends of the antennas on the top of the air Intake. The walkways were masked following the shape of the decals, I photocopied the decal sheet and used it as a template and airbrushed with Gunze H-317. Finally I masked and painted, with Gunze H-326, the red lip on the air intake and the side of the flaps and the

wings, then a generous coat of gloss varnish (Gunze H-30) is applied to the entire Model.

The decals are applied with the help of a setting solution; I used a mix of an old set from Superscales Decals, all the technical stencils are used from the kit. Once dry, all the stains are removed with a cotton swab and water, and the decals are sealed with another coat of gloss varnish. The weathering starts with a wash highlighting the panels lines, weathering remained very minimal as this aircraft seems to be very well maintained and kept clean. I repainted some of the panels lines with different grey tones, but again, subtle, as these planes were ground based. Once I was happy with the weathering effect, all the remaining parts were fixed in place, most of them with superglue being careful to place the part at the right position or angle. Finally the canopy receives the PE rear view mirror and my Phantom is finished ready to sit along side the other jets in my collection.



Conclusion

The kit is great but shows it's age in places (some of the parts of the plane have raised panels Lines as mentioned), the general fit is good, but there is a lot of modifications to obtain a correct model of the RF-4B, the addition of the resin parts will surely improve your model as they have mine. This Phantom version is not the most frequently built by modellers but it looks different with the special nose shape. If you fancy a different type of F-4 in your collection, go for the RF-4B!





RF-4B PHANTOM





Shout out...

A big thank you to Doug Smith from Royale resin for kindly providing the resin parts to enhance the Model, to Master of Poland for the brass pitot tube set, and as usual, Bob Brown from MDC for all the Gunze products used to build and paint my models.

Royal resin www.royaleresin.net

Ref R051 Unslotted Horizontal Stabilizers for 1/48 F-4 Kits

Ref R058 Weighted Wheels for 1/48 F-4J/S FG.1/FGR.2 Phantom II Kits

Ref R003 Flaperons for 1/48 F-4 Phantom II Kits

Master of Poland www.master-model.pl

Ref AM-48-050 F-4 Phantom II

MDC www.modeldesignconstruction.co.uk

AN INGLORIOUS END

PART ONE



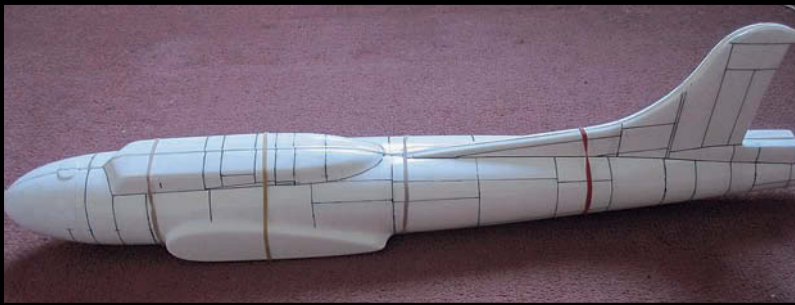
I returned to model making around four years ago after a long hiatus. I had always previously made armour models, but these days I like to build 1:32 aircraft, and if possible display them in a diorama setting. I like to incorporate as much detail as possible, and vac form kits provide the perfect platform for super-detailing and scratch-building. After building and detailing a Trumpeter Corsair as my first 'comeback' build, I then decided that my next model would have to be bigger and better, and a B-17 is pretty big! At that time, the notion of a model manufacturer actually releasing a kit in 1:32 was a fantastic pipe dream, but then we all know how that turned out! I went with the Combat Models vacform Kit - in reality it is just a simple shell. I only had the fuselage halves which I bought off a fellow modeller. I wouldn't really need any other pieces. I also knew that I would need to scratch-build the trailer, and possibly the wrecker too. The USAAF used the Federal C-2 Wrecker and associated trailers to recover and move downed aircraft. As no kit existed of either, I settled on the Accurate Armour Diamond T Wrecker. After extensive research, I was able to find images of these machines being used at airbases in the UK during the War. Naturally, a plastic kit manufacturer (Mirror Models) has since released a kit of the Diamond T Wrecker, which costs a quarter of the price of the Accurate Armour resin kit - but that's the way it goes in the model making World!



MODELLED BY RICHARD CARRICK

1:32

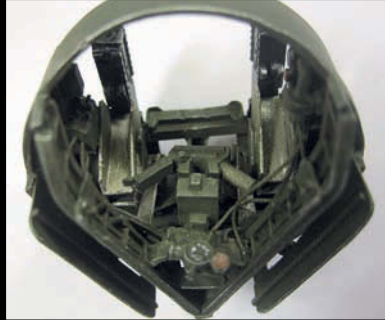




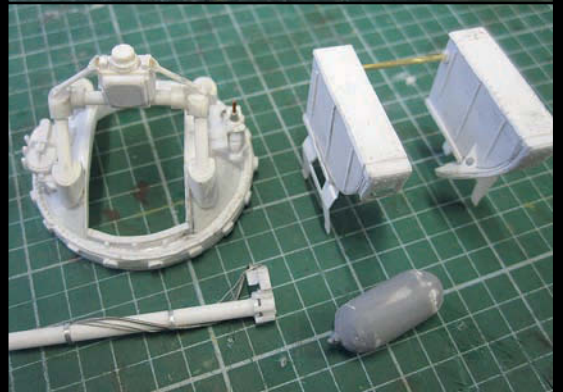
The process begins! This is what you can expect with a vac-form - a good basic shape but nothing else. The Combat Models 'kit' is actually an F-model Fortress.



The very first part I made was the Bendix chin turret so characteristic of late 'F' models and subsequently the 'G'.



The top turret took a great deal of time as I found more and more detail photos, so added more details. The vacform kit offers rather crude (but acceptable) transparent pieces, which were heavily modified.

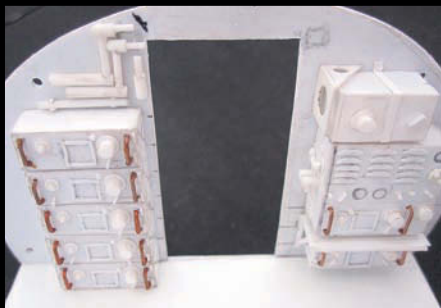


The ball turret is fully detailed inside and out. Again, kit-supplied transparencies are used as a starting point. The cradle and ammo bins are scratched using part of a ping pong ball and plastic sheet, strip and rod.



I have always liked to display models with as many panels off / open as possible to show the internal workings, and 'crashed' or wrecked aircraft are a great way to do this. I found several images of crashed Fortresses in The Netherlands, France & the UK during WWII. I became obsessed with the idea of showing a recovered fuselage, on a trailer, being pulled by a suitable vehicle. I settled on the idea of building an 8th Air Force machine having crash landed back at a UK base. It would be a 'G' model as I like them best!

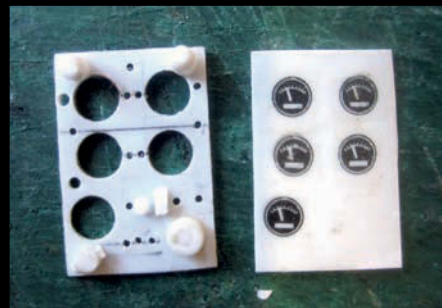
I wanted to do a 'half and half' machine - in other words an Olive Drab painted aircraft that had been repaired with parts from a brand new, unpainted one. This was a common occurrence, especially towards the War's end when there was a huge surplus of new, unused aircraft.



The radio room was as accurate as I could make it. Contemporary photos are hard to come by, so there is a little artistic licence with regards to equipment.



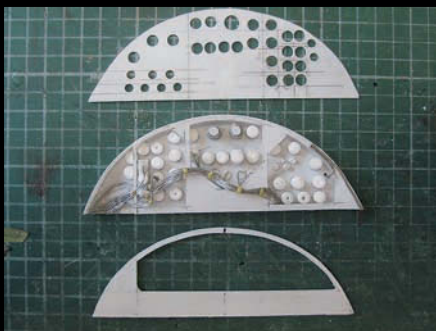
The right side of the radio room taking shape.



A random instrument from the cockpit side wall. There's a lot that can't be seen, but I like the fact that it's in there.



Another view of the almost completed radio room complete with swivel chair.



The main instrument panel under construction. Excellent photos I found from the recent restoration of RAF Duxford's B-17G showed the various component parts in great detail.



This is the throttle quadrant. Is it exactly to scale? Probably not, but it's near enough for me. It took a lot of dry fitting and juggling of parts to get everything looking right.



A view of the radio room bulkhead with the bomb bay.



The completed instrument panel showing the rear of all the gauges which are accessible from the nose of the B-17



Here's the throttle quadrant painted up. Some people will tell you that dark bronze green is the way to go for Wartime Fortress interiors, some natural metal. I went with the former after some extensive research, but you'll have to make up your own mind!

I had some excellent reference books, and there are literally hundreds of images of both original & restored machines on the net, so I was spoiled for choice. It's worthwhile looking around on the net for images of Warbird restorations (although care must be taken to ensure that modern parts are not replicated on your miniature). With the help of several people, from amateur photographers to restorers to Warbird pilots, I was ready to go.



I showed extensive 'blown out' panels on the side of the aircraft to show off as much interior detail as possible. I was particularly pleased with the cockpit and top turret, and here's a photo of me working out exactly where to put the battle damage.



The distinctive Boeing control columns under construction.



There are many banks of buttons and switches in WWII bombers. Fortunately this lot can be seen through one of the battle damaged areas!



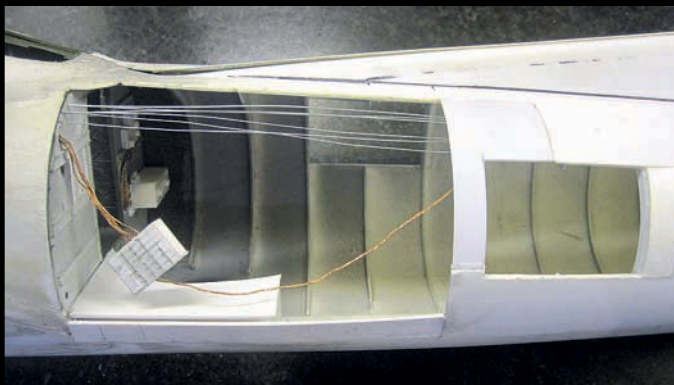
More interior details under construction. Reference photos vary, so be careful you aren't replicating some modern addition!



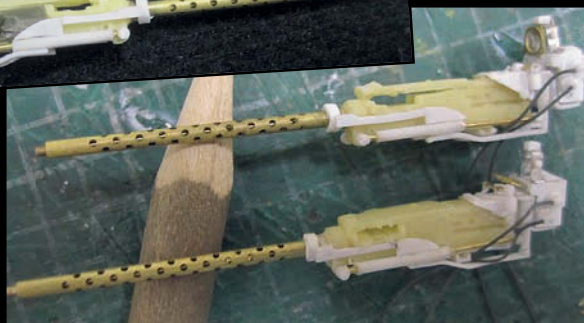
The area behind the cockpit begins to take shape.



The fuselage interior is fully ribbed and detailed. Here, a coat of primer helps me see any errors.



The rear fuselage exterior aft of the radio room, one of the areas with heavy battle damage, and also the interior of the rear fuselage under construction. It was important to figure out exactly what could and could not be seen. Nevertheless, I often added stuff that just isn't visible on the finished model. I felt that cutting corners just wasn't an option on this build. An example of this was the complete tail wheel mechanism situated under the tail fin.



Another sub-project was this generator unit which was fitted into the fuselage ahead of the tail wheel when complete.

Every single 0.50 cal (and there are ten on the model) is made the same way - Aires resin bodies, Master brass barrels and, if necessary, scratch-built cradles and computing gunsights.





A view of the radio room bulkhead looking forwards from the fighting compartment. The model's interior is a composite of various Fortresses, both contemporary and modern. Accuracy is open to speculation, but I tried my best.



Oxygen bottles - both fixed and portable - are prominent features of the B-17's interior - mine were made the hard way, by sandwiching pieces of plastic together and then sanding to shape.



Painted up, they add a nice touch of colour.



Left The cockpit area after a coat of paint. After months of work, it was great to see it coming together.



The cockpit begins to take shape as I glue the various pieces into their final positions. Literally hundreds of dry-fittings were required as I was largely working by eye.

Below The rear of the fuselage gets some primer to help me see errors, gaps etc.

The opposite side... plastic strip was used to make all the ribs and stringers





A major feature of the diorama is the Federal 40 Foot trailer. Unfortunately no-one makes one in 1/32. Mine started life as the trailer for Tamiya's 1/35 'Dragon Wagon'



I performed some surgery on the kit part, and lengthened it. I made it to 1/35 to match the Wrecker kit. Fortunately, 1/32 and 1/35 aren't that far apart in terms of scale size. I found the dimensions of the real thing on the net.



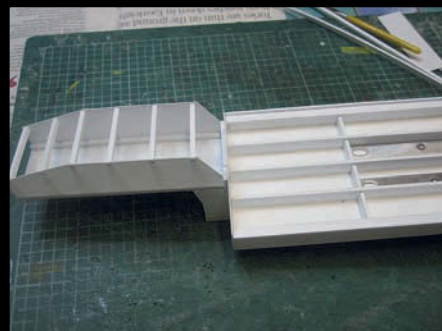
The wheels are from a resin set designed for the AFV Club 'Long Tom' cannon which have the correct tread pattern required for the build. All the axles and fittings are scratched (somewhat simplified as I only had a dozen photos of the real trailer, but virtually invisible on the finished model)



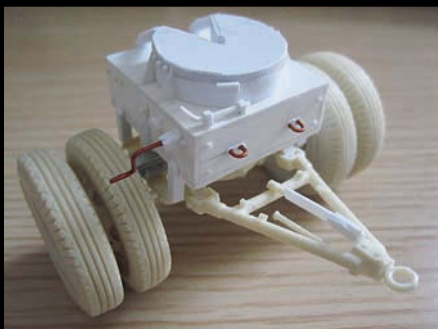
The wheels and axles are attached to the trailer's underside.



Another photo showing the basic structure of the flatbed.



The front of the trailer has a distinctive shape, which was replicated in a simple manner to keep the weight down.



If a kit of the required wrecker were available, then I could hook up the trailer to it using the 'fifth wheel' (the horseshoe shaped object you see on the back of some lorry cabs). The Diamond T wrecker doesn't have this feature, so I had to make a dolly converter. More resin wheels, parts from the spares box and plastic sheet, strip and rod completed the job. It isn't 100% authentic, but lack of photographic resources played a part here...



The finished trailer ready for painting. The planking for the flatbed is a piece of balsa sheet with the lines for the planks gently scored into the wood.

CONTINUES IN THE NEXT ISSUE



B-17G 6

Big Bird

BUILDING THE HK MODELS 1:32 FLYING FORTRESS

BY DAVID PARKER

In this installment work continues to complete the Bendix top turret for the B-17 although it was not a problem-free process. I realised that I had made an error in the height of the turret tub so this had to be cut down to obtain the correct overall proportions. With paint applied I was able to start the final assembly of the components which brought to light a critical flaw with the fit of the ammunition cans between the legs of the turret. The V-shaped frame and the cans were simply far too wide to sit inside the legs. Initially I could not see where the problem lay but eventually I had to completely rework the frame and narrow the ammunition cans and then repaint these parts. From then on it was trouble free right up the fitting the individual glazing panels to the turret which fitted remarkably well.

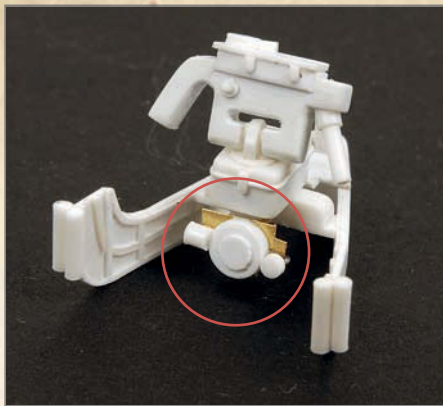


Left The pair of bags which hold the spent ammunition were formed by using Magic Sculp over two lengths of plastic card to give a rigid core whilst they were sculpted. I use soft rubber tipped 'brushes' to add the folds and creases. With nothing permanently fixed it was hard to judge the exact fit until the bags had hardened.

Top right Some missing detail was added to the exterior of the turret framing and the elevation slots were blanked off and mounts for the gun barrels were added.

Right Inside the turret frame I added the two charging handles from brass strip. These are connected to the guns via cables and pulleys to allow the Gunner to charge the weapons by pulling the handles down.

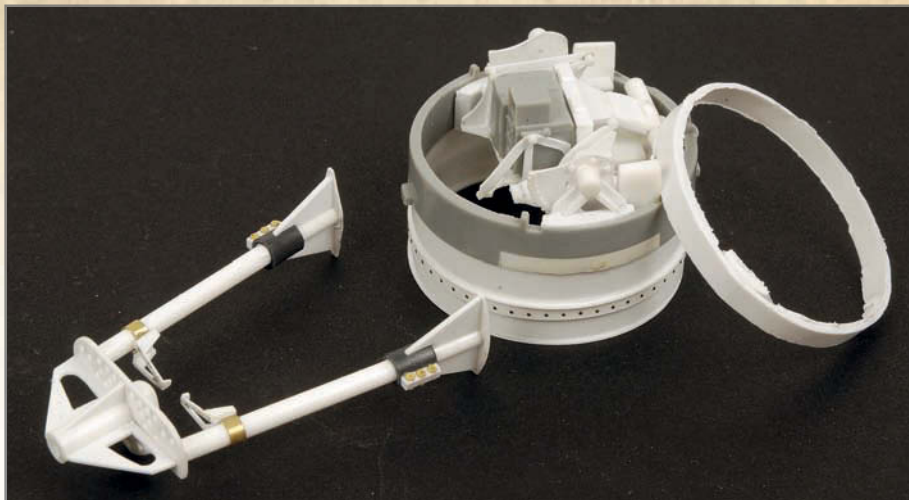




I added the oxygen regulator to the Gunner's controls.



Another final piece of detail was to add the small rectangular bracket and bolt detail to the outside face of both gun mounts.



Above Some drastic surgery was required to get the correct proportions for the turret. I had to remove the plastic card tub from below the grey turret ring and cut it down by about 3mm before refitting the shortened tub. The turret legs could now be completed and the pair of foot pegs were added.

Right Time to make the internal frame which is used to mount the turret. This was simple enough to construct and wedged itself firmly into the fuselage roof. However the ribbed detail around the circumference of the turret which was added using ultra fine red plastic rod was very time-consuming.



Left The assorted components of the turret seen here after painting. The complexity of the turret meant that this was the best way to proceed.



Above The ammunition cans were painted with Gunze Mr Metal Color Chrome Silver and then weathered. The markings were drawn on computer and printed onto decal film.



Left Disaster strikes - after fitting the ammo cans to the rails the legs would not clear the new assembly. Eventually I decided that the legs would have stay and the V frame would be modified. **Right** I glued the legs in position with spacers to ensure the correct overall height. **Far right** The ammo cans were sanded down to be as narrow as possible. **Above** and the V frame was disassembled and reconstructed with a narrower angle to fit between the legs and the overall height of the frame reduced.



Above The ammunition cans were loaded with the excellent Live Resin ammunition belts and they were fitted to the rails.





Above With the problem fixed I was able to fix the guns and then add the ammunition chutes and ammunition belts which are also from the Live Resin set. I also added the gun sight lenses and I tinted the front one with clear orange. The electrical wiring for the gun solenoids was also fitted using lead wire.



The amended and repainted V frame ready to be added to the turret - fortunately I had printed out 2 sets of the loading markings for the ammo cans!



Above The V frame was finally glued into position under the turret.



Above The spent ammunition bags needed some adjustment to get them to slide up into the narrow space between the V frame and the lip of the turret tub. **Left** You can also see that the external part of the V frame has been fitted to the outside of the ammo cans. In reality the cans slide along this twin rail arrangement.

Above right The turret with the ammo bags fitted is test fitted on the flight deck.

Left The Gunner's seat is a simple clip on hammock design and I used some spare HGW seat belt parts with a plastic card seat pad.



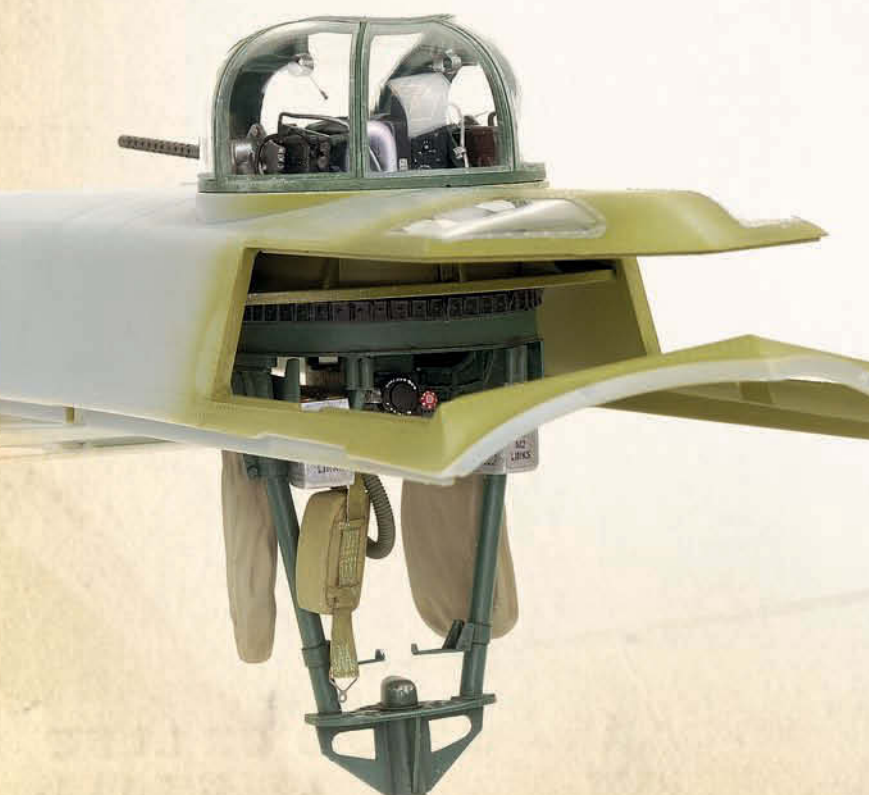


Left A flexible resin oxygen hose by MDC was fitted to the regulator and the painted seat was glued into position.

Above The turret framing is too big to fit up from inside the fuselage so the last job before I glued the turret into the fuselage roof was to add the wires for the charging handles using elastic EZ line. Once the turret was glued in the framing was glued over the top and the EZ line was stretched and glued to the handles.

Right I began to add the glazing to the turret frame having first polished each section of glazing.

Below The completed turret with the gun barrels temporarily installed. I will seal all the joint lines for the glazing before the exterior is painted. Despite my best efforts, one of the elastic charging cables popped out of its anchor at one end leaving it dangling from the roof and with the glazing in it is virtually impossible to fix it.



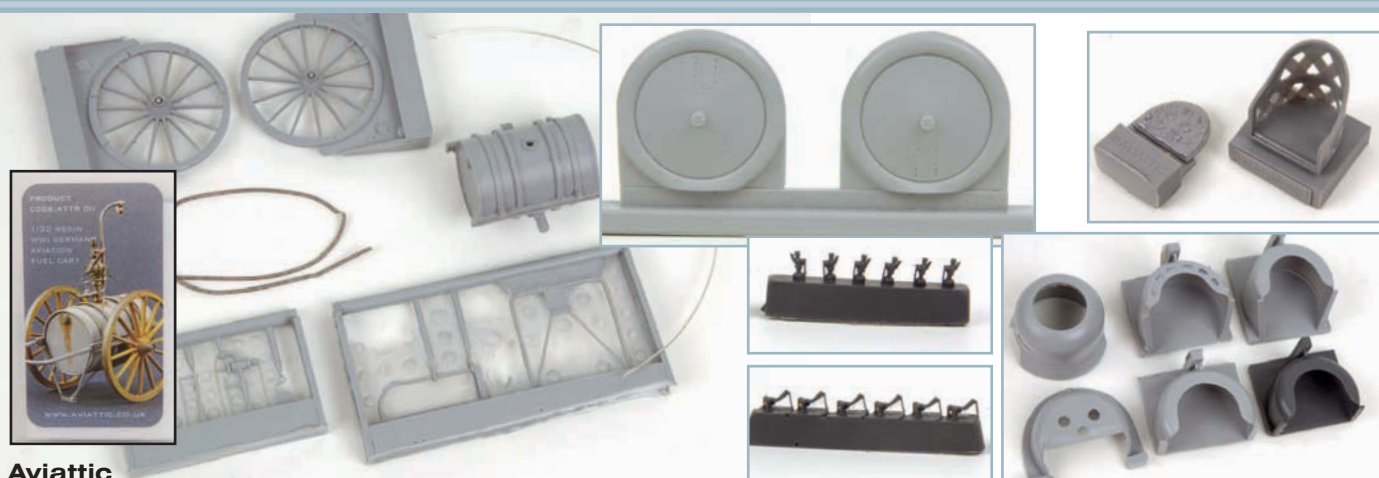
AIRBORNE new releases



Wings Cockpit Figures 1:32 Aircraft Crew

This very impressive range of figures is growing at a pace! Something for most tastes with this bumper batch with a nice mix of some of the best figure artists in the business, Mike Good, Steve Warrilow, Nino Pizzichemi and Doug Craner to name a few are respected names in the figure modelling world producing these beautiful finishing touches to any aircraft display. All are in

1:32 and as you can see, the sculpting and casting is superb with some excellent subject choices. Many come with a choice of head (I think my favourite is Mike Good's dead-ringer for Robert DeNero as a Luftwaffe pilot!) www.wingscockpitfigures.com is the place to visit for further details, also available from the friendly folk at www.modeldesignconstruction.co.uk



Aviatic

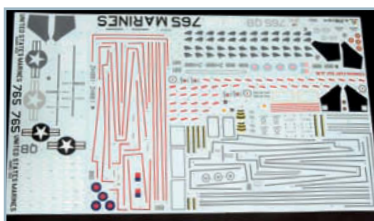
Purveyors of all things Great War related for aircraft modellers, Aviatic, are launching new ranges of resin upgrade and conversion parts. We've been sent some taster samples in 1:32 including cowlings, wheels with weighted tyres and finely detailed primer cups, the sculpting and moulding is very fine and clean,

keep an eye on www.aviatic.co.uk for details of what's coming. ATTR 011 is a great little kit to add to your WWI German aircraft scene in the shape of a fuel cart. The resin parts are well detailed and assembly simple with flexible fuel hose and brass wire included. Excellent.



AMMO of Mig

A bumper batch of aircraft specific weathering sets here from AMMO, all containing three specific colours for adding washes to emphasize panel lines and airframe details. Set 1 is for early German aircraft, Set 2 for later German aircraft, Set 3 for early RAF subjects, 4 is for U.S. Navy aircraft WWII Pacific and Set 5 for WWII Japanese subjects. Set 6 brings us more up to date with U.S. Navy Grey and the final two sets are generic finishes, 7 containing two pigment powders for exhausts and a dirty oil coloured wash and Set 8 contains three pigment powders of earth and dust tones for wheels and landing gear. www.migimenez.com has details of the full range which is quickly expanding.



Italeri 1:48 C-130J C5 Hercules

Italeri's monster of a kit gets another run out with the C5 version of their previously available C-130, this enormous box will be a difficult one to smuggle into the house unnoticed! At first look the kit remains as previous with the sprue containing the parts to construct the four Rolls Royce engines with their huge six bladed composite material props (no metallic bare metal weathering there then!) as opposed to the earlier version. Showing it's 1980s vintage, the airframe has raised panel lines throughout but isn't a difficult task to rescribe should you be going the super-detail route. Although the exterior is rather plain (no pun intended) you

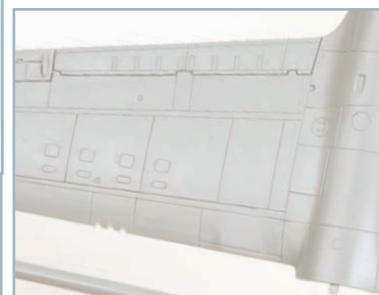
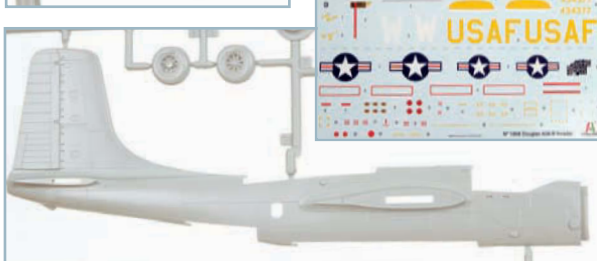
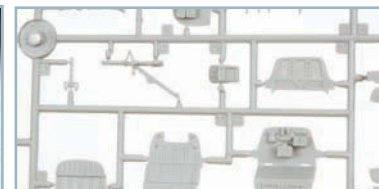
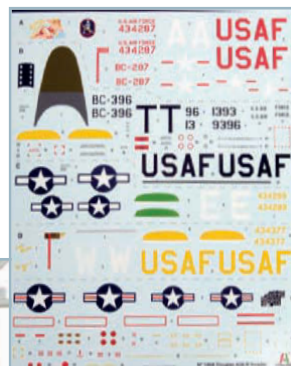
could really go to town on the interior and the kit provides a very good starting point with posable loading door which had my mind wandering to a diorama using some of the new Airfix 1:48 vehicles in Afghanistan...there's another 'virtual' project complete! With a few tweaks here and there this kit always makes for a great display piece and there's some good colour options with the huge new decal sheet, almost as big as the box including two RAF versions, one Italian and one U.S. Marines. Still a good kit with the 'wow' factor due to its sheer size.



Italeri 1:48 Hawker Typhoon Mk.Ib (late)

Several manufacturers have marked the seventy year anniversary of D-Day with special boxings of celebrated subjects, none more famous than the Hawker Typhoon. This Italeri release is in fact the Hasegawa kit which has been available in various guises for over a decade now. Looking over the kit afresh, it's still impressive, with Hasegawa's fine surface detail and pleasing panel lines all cleanly moulded in pale grey styrene. Construction is simple with a sensible parts count but still a well detailed cockpit, wheel wells

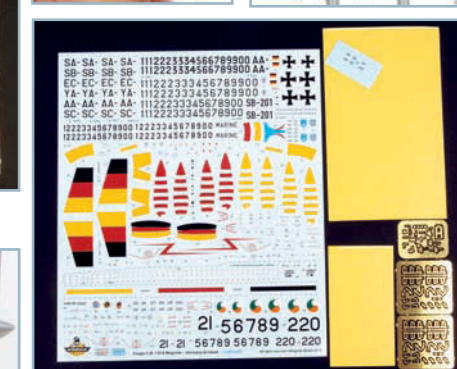
with internal detail and weighted tyres all add up to a very nice level of detail from the box. A full quota of rockets are supplied for the classic D-Day Typhoon with nice detail and of course the decal sheet includes the black and white invasion stripes (which some modellers I'm sure will prefer to mask and paint), four versions of markings are provided all from June 1944. Have a look at the Barracuda Studios upgrades for this kit to make it a real stunner.



Italeri 1:72 A-26B Invader

The nimble and handsome A-26B gets another outing from Italeri (I think this same kit Revell boxed also?) this version is the solid nosed ground attack version sporting six .50 Cals. This is a simple enough kit with around one hundred parts, we're offered some decent enough detail for the internal areas including bomb load and turrets but a distinct lack of detail with the engines and wheel wells. Panel lines are also inconsistent with the fuselage heavy

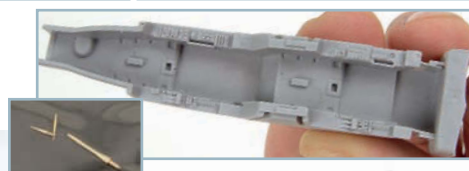
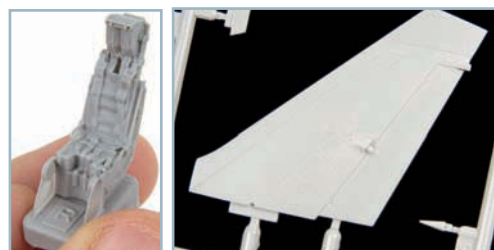
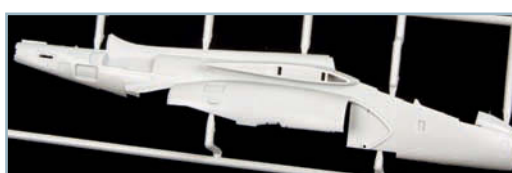
(certainly for the small scale) yet some delicate finer work across the wings. Clear parts are well rendered with good definition for masking and the decal sheet from Cartograf is to their usual high standards offering four diverse colour schemes, two from the Korean war, one serving in the Philippines in 1945 and one post WWII with occupied forces in Japan. Still a decent if not fantastic kit with lots of available aftermarket upgrades.



Wingman Models

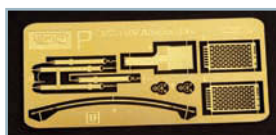
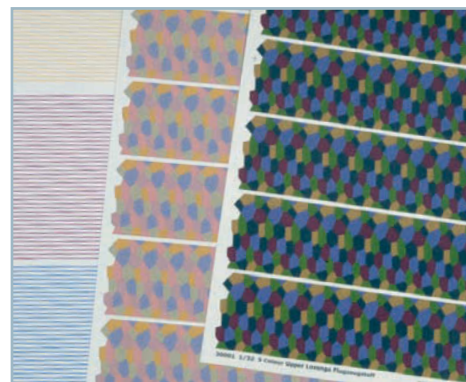
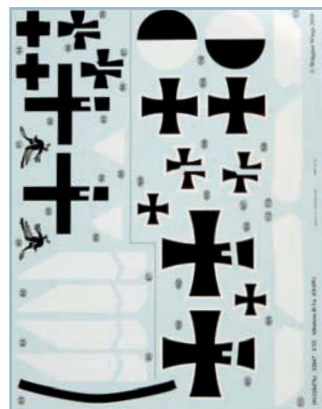
After being impressed at Scale Model World last year by the collaboration of AirDOC Publishing in Germany and IsraDecal of Israel to bring us 'Wingman Models' we have a first look at some of their range with some new releases. Starting with the kits, the idea is to give the discerning builder everything they need in one box. Taking the styrene sprues from Kenetic, resin parts are included along with photoetch, painting masks and extensive decals-Superkit indeed! The CM.170 Fouga Magister is certainly full of character and two of the original Kinetic 1:48 kits are included exhibiting sharp moulding and good detail throughout, the clear

sprue is particularly well produced and options of open or closed glazing is offered. The unique resin parts provided are enough for one aircraft and include a full cockpit, seating, wheels and engine intakes and exhausts- detail is first rate. Sixteen (!) German markings and three Irish Air Corps are included on the Cartograf decal sheet with full colour information sheets on all of the finishes including colour images of the interiors to help with painting is perfect reference. A comprehensive 'on-a-plate' project in one box, very nice indeed! www.wingmanmodels.com and available in the UK from Hannants.



48009 from Wingman is the Dornier Alpha Jet A with an option of three German Anniversary colour schemes, all of which would make attractive display pieces. One Kinetic kit is in the box this time with some very nice upgrades in resin including full cockpit and wheels, a set of painting masks, a small photoetched fret and turned brass AoA probes and pitot tube by Master. The large decal sheet includes the colourful wings right down to the smallest stencils with comprehensive placement instructions in colour. More

colour reference is provided for the cockpit which is excellent. Many of the kit parts remain unused so this build should prove quite swift but to high standards of detail, and again, everything immediately to hand from the one box. These kits have a nice quality feel to them, attractive packaging, extensive instructions and colour reference and high quality upgrade parts make for very complete packages. www.wingmanmodels.com and available in the UK from Hannants.



Wingnut Wings 1:32 Albatros D.Va (OAW)

Release number forty from the wonderful Wingnut Wings sees a re-box of their Albatros D.Va (32015) with the exception of a few specific items (lifting handles and wheel covers) to create the strengthened version built by Ostdeutsche Albatros Werke (OAW) with a terrific set of new decals including five aircraft options including full wing lozenges and rib tapes. Thankfully since the start, Wingnuts haven't changed their formula and still present some of the most beautiful kits on the market, from the evocative box art, the twenty eight page instruction and reference manual, superbly moulded and detailed styrene and just enough

photoetched parts. We're still offered the forty eight part Daimler-Mercedes D.IIIa engine and bulkhead with full internal cockpit and fuselage detail and Wingnuts usual sublime surface detail, these really are perfect out-of-the-box projects even for the complete novice WWI builder with superb quality and fit and the most comprehensive instruction manual with reference photos, really, what's not to like about Wingnuts? Available direct from their website www.wingnutwings.com, our thanks to Richard Alexander for our samples.



Alpha Jet Part One- Development, Trials and Service Introduction

Bernd and Frank Vetter

Published by AirDOC

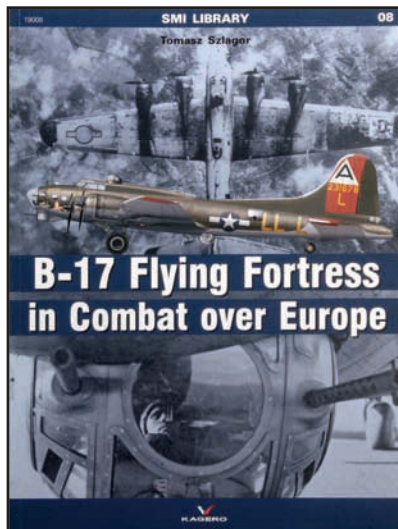
Softback format, 64 pages (German and English text)

ISBN 3-935687-71-3

What better companion to Wingman's Luftwaffe Special Alpha than this reference material from parent company AirDOC detailing the development and introduction of the Alpha with a very nice balance of text and quality photos (a great selection of Alphas in flight) and some excellent illustrations detailing the initial use by Technical Group 31 and JaBoG 49. Some excellent cockpit shots and walk around the ejector seats removed from the aircraft

is great reference for super-detailing. Part one is a nice introduction to the Alpha and the start of some quality reference for modellers of the subject. www.wingmanmodels.com has details and more from the well respected range. Our thanks to Andreas Klein for the samples of his products, available in the UK from Hannants.





B-17 Flying Fortress in Combat Over Europe
 Tomasz Szlagor
 SMI Library No.8
 Published by Kagero
 Softback format, 92 pages (English and Polish text)
 plus decals
 ISBN 978-8-362878-91-8

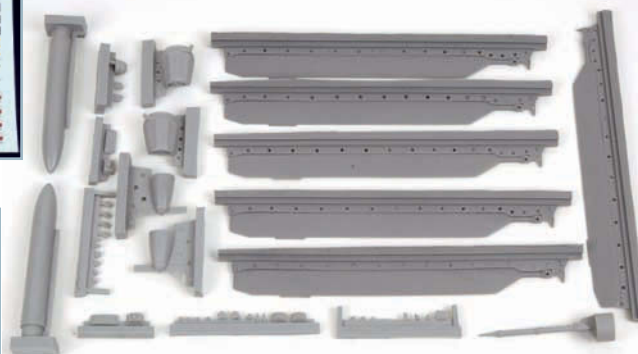
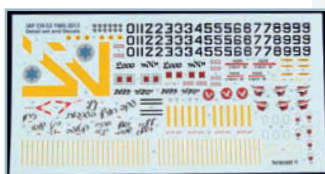
Just in time for all of the Flying Fortress flavour in this issue is this new release from Kagero in the form of a great compilation of photographs in both black and white and full colour images. A concise introduction gives a good general overview of the B-17 operating with the 8th and 15th U.S. Army Air Forces across Europe and some details of changes to the aircraft features. Many of the photographs are familiar but as David is discovering with his



project, photographs of the B-17 are not as extensive as you first might think and the author has certainly pulled together some great images with the emphasis on the general markings and exteriors with the welcome bonus of decals for 'Little Patches' and 'Old Faithful' in both 1:72 and 1:32 printed by Cartograf. Some quality colour profiles finish the book concentrating on OD finish aircraft, very much worth a look if you're a fan of the 'Fortress'.

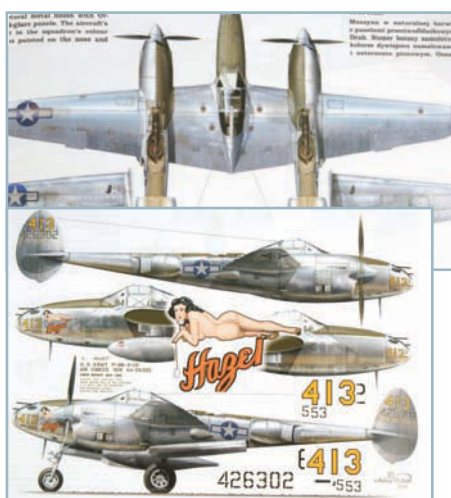
Wingman 'Fix it' 1:72 CH-53 'Yasur' later years conversion set

Formally released under the Isracast brand, this set will convert the Italeri CH-53 to 'Yasur 2000' and 'Yasur 2025' with some crisply cast resin parts the largest of which are the ultra fine rotor blades which the Israeli's replaced with titanium. Good photographic instructions are provided for placement of the resin parts and the detailed markings provided on the quality water-slide sheet. The full range of Wingman's Fix It range are over on their website www.wingmanmodels.com



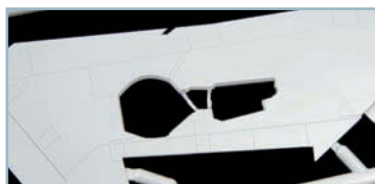
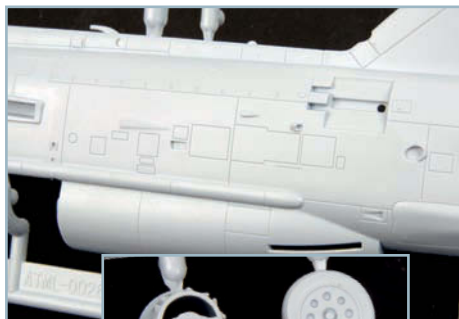
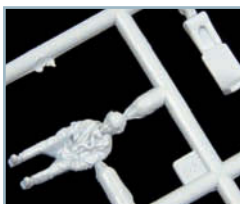
Pacific Lightnings
 Andrzej Sadlo, Maciej Góralczyk
 Mini Topcolors 40
 Published by Kagero
 Softback format, 18 pages
 plus 2 decal sheets
 ISBN 978-83-62878-88-8

More tasty Topcolors schemes to tempt us with this 40th edition covering Lightnings operating in the Pacific with eight schemes in 1:72, 1:48 and 1:32. Some very colourful and certainly saucy 'pin up' artworks typical of the era. Bare metal and painted finishes are offered from '43 to '45 and the profile artwork is just superb and ripe for



transferring onto a model with subtle stressed surfaces and weathering. The print quality of the extensive Cartograf decal sheets show why they are at the top of their game with fantastic detail and finesse. Great value as a one-stop reference and markings for your kit of choice.





Airfix 1:72 English Electric Lightning F.2A

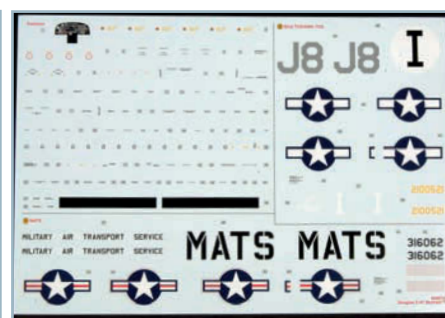
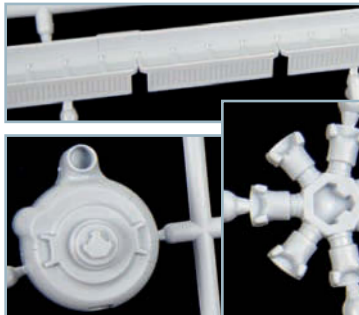
At last we've been sent a sample of Airfix's highly acclaimed F.2A, it's certainly as good as the comments we've heard, and then some; what a lovely looking kit this is as soon as you pop the lid. A well thought out design of parts offers really nice detail without undue complications of the assembly, we start with attaching the cockpit tub to a full internal air intake duct and the rear engine and exhaust are offered as deep tubular sections avoiding any hollow voids. Airfix have achieved some very fine surface detail for this small scale. Two piece wings offer wheel well detail and separate flaps and the usual option of landing gear retracted to

which you can add the optional refueling probe. The Lightning's limited arms are depicted with twin air to air missiles and the fuselage cannons. The whole kit is very well moulded with excellent detail, certainly one of the best contemporary Airfix kits in this scale and certainly the best Electric Lightning in 1:72. One marking option is offered on the Cartograf decal sheet, our sample being a 'Gift Set' (I think the standard release without adhesive and paint offers more markings) A lovely little Lightning for not a lot of money.



Airfix 1:72 RAFBF 'Design-a-Hawk' Competition Winner

We had a look over Airfix's new tooled tasty little Hawk T.Mk1 not long ago but there's a few reasons to share the news of this release, foremost, Airfix are strong supporters of the Royal Air Force Benevolent Fund. This independent charity does an enormous amount of work helping RAF families (spending £22 million to help 68,000 people in 2012 alone). Airfix will be donating 50p from the sale of every kit to the RAFBF. The two finishing schemes offered are the design competition winner's (fourteen year old Heather Morien who lives just down the road from our offices in Cramlington, Northumberland) and the actual scheme it's proposed the RAF will use (looks the same without Airfix logos). Well done Airfix for their time to be involved with this worthy cause.



Airfix 1:72 Douglas C-47 'Skytrain'

We'll start by stating this is an all-newly tooled kit, the C-47 has been available from Airfix and boxed by others in the past but this one immediately has the look of contemporary Airfix kits as soon as you lift the lid. We're presented with three pale grey sprues of the larger sections and another two of smaller details, all beautifully sharp with nice fine moulding gates sensibly positioned. Surface detail is sharp although in 1:72 no matter how well moulded, will be a little over-scaled. The build begins inside with a well appointed cockpit, full floor section, rear seating and bulkheads- more than enough for what will be seen through the minimal glazing. Both the cockpit door and large fuselage door

can be posed open to suit a diorama scene and the wing assembly is nicely designed with internal spars to aid in positioning. The engine detail is good with several parts to each and separate cowls, the nice detail continues with the landing gear and weighted tyres and an added bonus of landing skis should you choose the option of the MATS Skytrain based in Canada. The other option is of course a D-Day marking, the famous 'Kilroy is here' with the distinctive invasion stripes (not included as decals) and a very detailed selection of stencil markings round off another excellent new release from Airfix.



Me 262 A Schwalbe

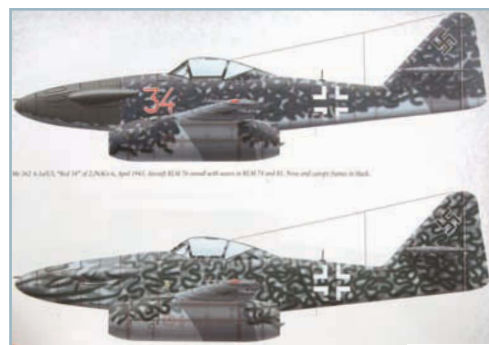
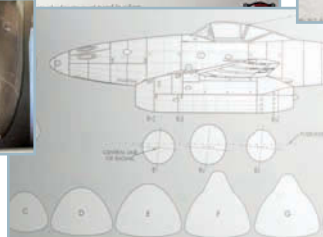
Robert Peczkowski

Published by Mushroom Model Publications

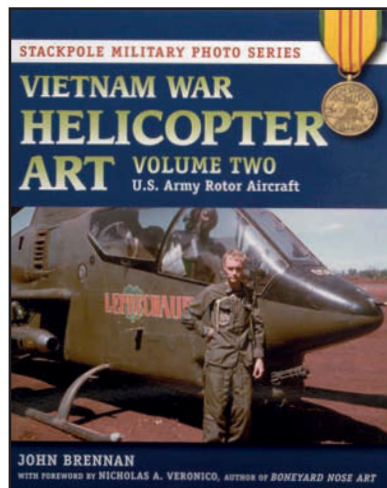
Hardback format Second Edition, 112 pages

ISBN 978-83-63678-17-3

The popular modelling subject of the '262 is covered in this new and expanded edition from MMP which is a veritable wealth of reference. Coverage is from the development of prototypes and test-beds through to every version manufactured with a mixture of factory illustrations, plans and period photographs outlining the production changes in detail. A large collection of around thirty pages of colour profiles certainly get you thinking including post-



war over-painted Allied markings and next we're into the invaluable reference of walk-around and close-up photographs coupled with detailed diagrams. The reference is split into manageable chunks concentrating on cockpit, engines, undercarriage; basically everything you'd want to see if tackling some super-detailing. Another quality reference from MMP which is excellent value.



Vietnam War Helicopter Art Vol.II

John Brennan

Published by Stackpole Books

Softback format, 208 pages

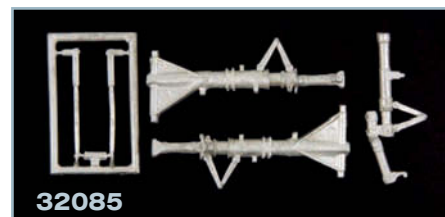
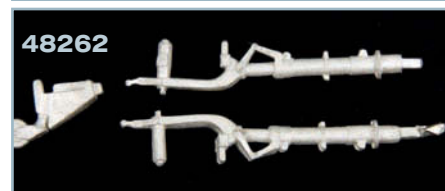
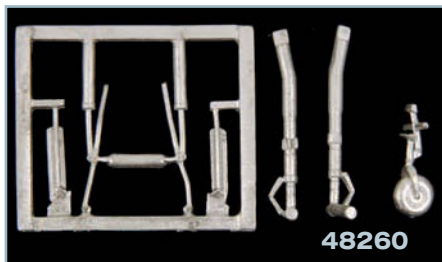
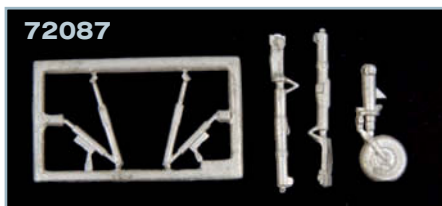
ISBN 978-0-811713-49-8

www.casematepublishing.co.uk

This compilation is the result of the sheer volume of veterans' photos submitted for the original book, a fascinating collection of American 'folk art' of the '60s and '70s with references to cartoons, movies and music of the era. With these images being from private collections, all will be new to most readers and all are



reproduced at a good size for modelling reference. Cobras, Chinooks and Hueys all feature in the exciting images with a selection of digitally re-drawn artworks and some colour profiles. Recommended to any rotor-head or enthusiast of the history of the Vietnam War.



Scale Aircraft Conversions

More from SAC to beef up the strength and detail of your landing gear, in 1:72 72086 is for Academy's Helldiver, 72087 for Airfix's lovely Lightning and Airfix again with 72088 for their Spitfire Mk IXc. In 1:48 there's 48258 for Academy's F-14, still with Academy is 48259 for the CH-46 and 48260 for their Su-2. Gallery Models CH-34 is covered with 48261 and Tamiya's A6M Zero with set 48262. In big 1:32 is 32085 for the Special Hobby T-2 Buckeye

and quick off the mark for set 32086 to suit Revell's new Spitfire Mk.II we built for the previous issue. The parts are all cast in soft white metal allowing fine positional tuning and detail is enhanced and corrected where necessary. www.scaleaircraftconversions.com has details of the enormous range.



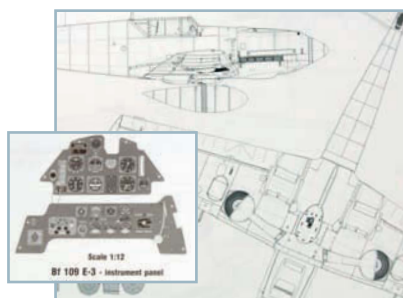
Revell 1:48 Consolidated PBY-5A Catalina

This new Revell release is the original Revell / Monogram / Pro-Modeler release from our cursory glance over the sprues, what immediately strikes you is the quality of the surface detail which is beautifully fine and in scale, certainly as good as most contemporary kits. Four large sprues give the modeller a simple build with good levels of detail from the box and of course plenty of aftermarket detail available to go to town on the gun positions and interior. The clear sprue is still moulded good and clean, free

from any major ripples or distortion and overall our sample has only a very small amount of flash to clean up. A choice of display is offered with the characteristic landing gear fully detailed or parts to show it retracted. A choice of new decals are in this new boxing allowing two very attractive schemes, one USAF and one Navy both being post-war aircraft. Still a good looking kit with that excellent surface detail, certainly a welcome re-release with the bonus of new decals.

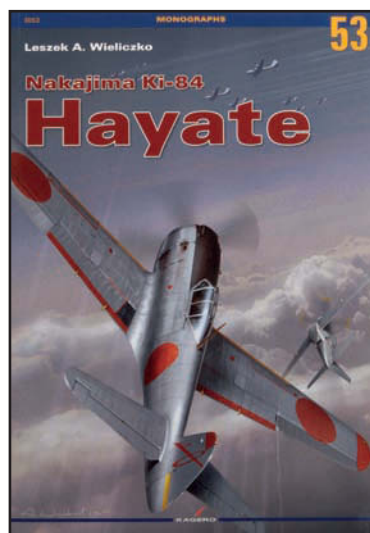


Me Bf 109E The Blitzkrieg Fighter
 Jakub Plewka & Marek J Murawski
 Published by Kagero
 Softback format, 188 pages
 ISBN 978-83-62878-84-0
www.casematepublishing.co.uk

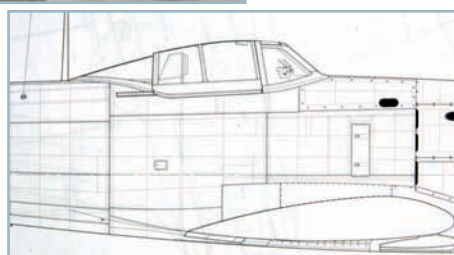
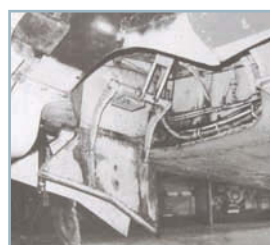
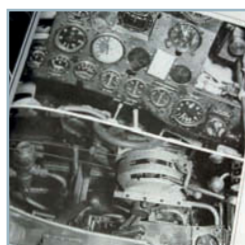


Another '109 book? Well the new kits of the fighter keep coming so presumably the subject is still as popular as ever. This chunky 'Special' new release from Kagero is one of their monograph series, homing in on the 'Emil' in great detail. This book is aimed squarely at modellers seeking high standards of accuracy. We start with design and development containing detailed text and an excellent selection of period photographs including some good close-up reference with more of the same focussing on combat

deployment. Next over thirty pages of plans contain fine detail of production developments including sectioned fuselage profiles and ordnance detailed, all in 1:48. For 'desert' are sixteen pages of Kagero's usual high quality colour profiles starting with pre-war aircraft through to 1942. Just when you thought you could absorb no more information out pops a fold-out sheet of plans in 1:32 with coverage of the E1 and tropical versions. A great all-round reference of the Emil and excellent value.

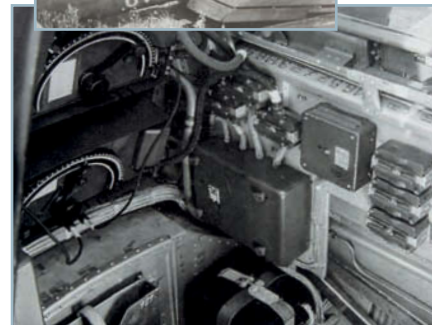


Nakajima Ki-84 'Hayate'
 Leszek A Wieliczko
 Published by Kagero
 Softback format, 92 pages
 ISBN 978-83-62878-87-1
www.casematepublishing.co.uk



Number 53 in Kagero's Monograph reference series details the Japanese fighter from its development through all of the production variants (Ki-106, Ki-113, Ki-116, Ki-84R, Ki-84P and Ki-84N) Always with the modeller in mind we're offered an excellent mix of period photographs with the usual overall views of aircraft and some great reference close-ups of specific details which can

be referred to in the finely rendered plans detailing production development in 1:72, 1:48 and an A2 size pull-out sheet of 1:32 drawings, the larger scales complete with full rivet detail. More superb colour profiles of the handsome Hayate give that final nudge to start work on one (or finish that kit you started a year ago!) Beautifully illustrated reference.



Junkers Ju87 D/G Vol.1

Marek Ryś & Marek J Murawski
Published by Kagero
Softback format, 112 pages
ISBN 978-83-62878-93-2
www.casematepublishing.co.uk



The late marks of the 'Stuka' are focussed on in this 3D Monograph from Kagero starting as always with details of design and technical features which includes some excellent quality factory shots and close up details such as cockpit interiors. Deployment on the Eastern Front is covered throughout WWII and also the African and Med operated aircraft with a great selection of period photos. A section detailing the 'panzerknakers' and night operated Ju87s has some good pictures of the underwing cannons and a short section

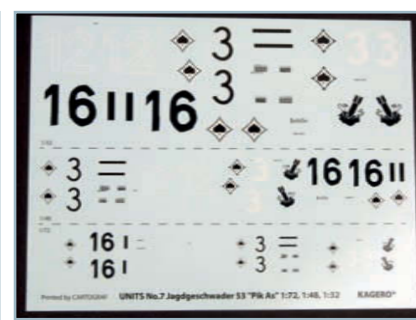
of the aircraft in foreign service rounds of the historical information. The stars of these '3D' monographs are the excellent renderings showing great detail in a walk-around style, whilst not everyone is happy to work from drawings but the detail and realistic quality is spot-on offering clarity and views unachievable by any other means, such as views of field modifications to the canopy armour. Developments are shown at-a-glance with some 1:72 plans completing another superb visual modelling reference.



Supermarine Spitfire MkI-MkII-MkV Vol.1

Phil Listemann
Published by Histoire & Collections
Softback format, 96 pages
ISBN 978-2-352503-43-9
www.casematepublishing.co.uk

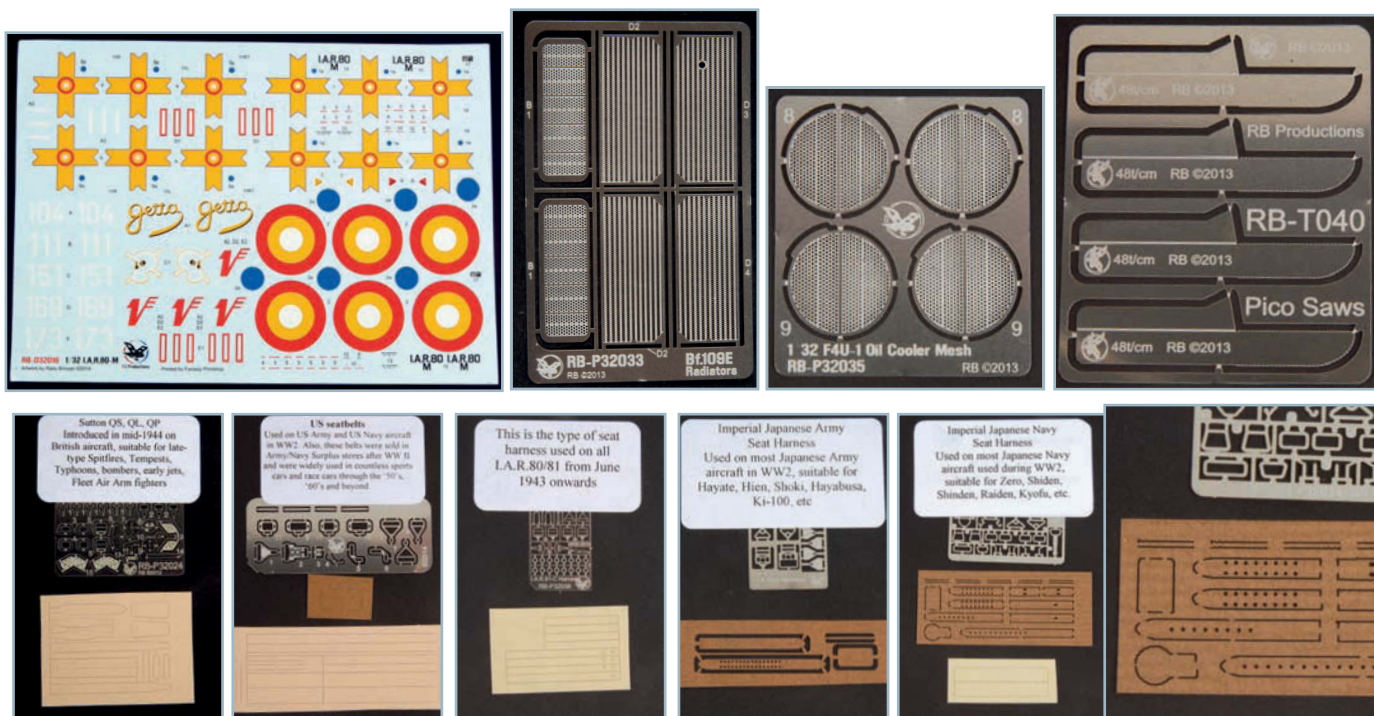
With so much written on the Spitfire it's welcome to see this 'Planes and Pilots' release from H&C keeps the historical and technical content quite brief and focusses on the excellent colour profiles, there are a huge amount to tempt you into a new project, the majority being RAF markings but with some of U.S., Australian and South African aircraft. The profiles have in-depth text on the aircraft illustrated with details of the scheme and operational history. Along with the colour profiles are a collection of black and white period photographs which are quite generic and don't lend themselves to modelling reference as such. A nicely presented book, but for hard-core Spitfire fans maybe lacking in in-depth information.



Pflaz- Fighter Aircraft from the Rheinland, The Wine Country

Marek J Murawski
Published by Kagero
Softback format, 28 pages plus decal sheet
ISBN 978-83-62878-94-9
www.casematepublishing.co.uk

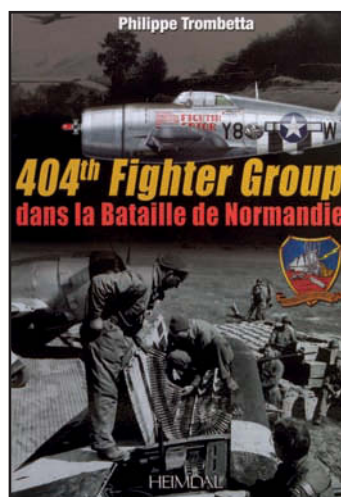
One of the Luftwaffe's most famous fighter wings 'The Ace of Spades' is the focus of this 7th release in the 'Units' series offering a compact history and reference along with relevant decals to tie in with the excellent colour profiles. Details of aircraft and commanders of the unit are shown along with around forty period photographs of good interest and quality, these along with the colour artwork and decals give you all you need (apart from the kit that is!) for your next Bf 109 E, F or G inspiration. Decals are printed by Cartograf in black and white and come in 1:72, 1:48 and 1:32.



RB Productions

Romanian subjects make for some very handsome and colourful subjects, none more so than the I.A.R.80-M with a very nice set of decals offered here from RB with five late war schemes available in 1:72, 1:48 and 1:32. The colour instructions are very detailed and decal quality first rate. RB's harness sets always add a great touch to any detailed cockpit with some new sets released, in 1:32 are RB-P32034 Japanese Navy aircraft, RB-P32030 Japanese Army and RB-P32038 for the I.A.R.80/81 June '43 onwards. Up to 1:24 with RB-P24005 U.S. WWII era and RB-P24006 British Sutton

harness. All of the sets contain laser-cut coloured paper and photoetched fittings. In 1:32 are some nice photoetched grilles; RB-32033 will be a nice touch to your Bf 109E and RB-P32035 will look good on Tamiya's Corsair oil coolers. RB produce some fine tools and have a set of four Pico saws with ultra fine teeth for controlled cutting of most modelling materials, the blades are designed to clamp into the jaws of knife handles (such as X-Acto) www.radubstore.com is the place for more details and to make a purchase.



404th Fighter Group Dans la Bataille de Normandie

Philippe Trombetta

Published by Heimdal

Hardback format, 80 pages (French text)

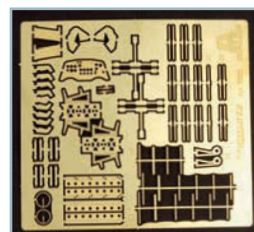
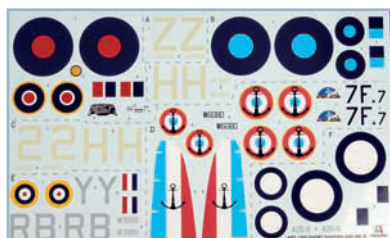
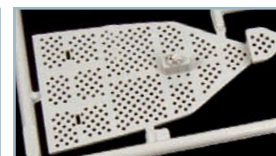
ISBN 978-2-840483-69-4

www.casematepublishing.co.uk



Formed in 1943, the 404th Fighter Group were based on England's South coast during the invasion of France playing a critical role supporting ground troops in their P-47s. This new Heimdal release traces the group through this period of the War with an excellent mix of period photographs from official sources and also private collections, quality colour profiles, contemporary colour photos of

preserved equipment and uniforms and diagrams. Don't be perturbed if your understanding of French isn't great, this book is a visual feast for USAAF fans and lovers of the P-47 particularly if you have a diorama planned as there's some excellent images of the ground crews at work and information on the vehicles used. Thanks to Casemate for our sample copy.



Italeri 1:72 Sunderland Mk.III

Following Italeri's welcome Sunderland release in 2012 we're now offered the Mk.III version with some striking new box art. Inside the box the contents are familiar with the five sprues nicely moulded including a tagged on section of new parts. There's also a photoetched fret which includes some nice tripod supports for the 'porcupine' style exhausts and some nice finesse to add to the bomb racks. Seat belts are also included on the etched fret and the instrument facia to help the detail in the cockpit, the rest of the interior is fine for what will be viewed on the finished model. The Mk.III's bow turret is present and some smaller details making this a very impressive display piece, a choice of display is offered with

a fully detailed trolley should you wish to depict your Sunderland on dry land. There's been debate about the surface detail on the airframe of this kit, yes, in 1:72 it has to be said the panel joints and fasteners are over scale but should you wish to make them a little more subtle it's an easy fix as is the filling of portholes which may be required for this version as the Mk.I parts remain unchanged, something I've heard discussed so check your references. The Cartograf decal sheet is top quality including no less than six aircraft markings including RAF, French and RAAF versions, whatever floats your flying boat!



Henschel Hs 123

Robert Panek

Published by Mushroom Models Publications

Softback format, 136 pages

ISBN 978-83-61421-48-1

www.mmpbooks.biz

Again, MMP pack an incredible amount of information and modelling reference into these little Orange Series books. Line drawings, factory illustrations and diagrams (of which there are many providing excellent reference), rare period photographs, quality colour profiles (with coverage of foreign service aircraft markings along with Luftwaffe schemes) and a wealth of technical information make this an excellent all-round reference of the Hs 123. MMP also offer a separate set of plans in three scales (scale plans No.10) which would give you pretty much all the information you would need to super-detail a project. Great coverage from the Spanish Civil War through to Luftwaffe early war action, recommended reading.



Italeri 1:48 Bo 105 PAH1

If you build rotor aircraft you'll probably be familiar with this kit as the original release dates back to 1981 boxed by Esci. Further rereleases from ERTL and Revell and now, Italeri make for a kit typical of the era, engraved panel lines are decent but detail lacks the crispness of modern tooling. Assembly follows the typical structure for a helicopter starting with the cabin where detail is simplified in places but would be worth some extra work as the doors can be positioned open. Four versions can be built from this

kit; PAH-1 German Army. Heersfliegerwaffenschule, Buckeburg, 1982; PAH-1, German Army, Heeresflieger regiment 26, Bo 105M, Spanish army, Attack Helicopter Bat #1, BHELA I, Ciudad Real AB, 2000, Bo 105M Royal Netherlands Air Force, 299th Sqn, Glize-Rijen 25th Anv, 2001. The two German versions come complete with wire guided missile racks, the decal sheet contains stencils for these and is overall very nicely produced. Certainly room for improvement but a good basis to work on.

MOSQUITO NF



MkII 1:48

Paolo Portuesi tinkers with Tamiya's classic kit of the Wooden Wonder



It is already twenty years since Tamiya released some of the best aircraft scale models ever made. Box art was maybe not up to the levels set another twenty years earlier by Airfix, and it missing the hyper realism of the Hasegawa offerings, but what was in the box was a quantum leap in moulding technology. As a result, I simply can never get enough of Tamiya kits. Even if today we have a wider choice, when it comes to a quarter scale Mosquito the Tamiya ones remains unmatched. Detail and fitting are still amongst the best.



The De Havilland Mosquito was a low-wing monoplane used in different roles and in various theatres of operations (Pacific, Europe and the Mediterranean). Among the many nicknames, there was that of "mossie" which, by the way, in Italian means "little sparrow", quite fitting really.

Tamiya has released three different kit of the Mosquito, my choice is the night fighter FB Mk.VI/NF Mk.II (61062). My goal was building a heavily armed NF Mk.II based in Malta during 1943.

Lately I've used very little aftermarket in my builds, but not this time! The cockpit is from ADECO MDC, and it is fabulous. Every smallest detail is faithfully reproduced by some very thin resin shells that fit to the fuselage sides perfectly. Accuracy wise, the access door is my favourite of all the parts in this set. Take your time, check and double check, because parts are so thin that they can break apart in pieces easily. For the instrument panel, radios and other cockpit details, I took advantage of an old Eduard Zoom etched detail set.

The two seats are from still another aftermarket producer, my 'beloved' Ultracast! The resin seats produced by this firm are second to none. Seats like these need only some careful painting and a colour-wash to look amazing. Once assembled I first sprayed a very thin coat of lightened Green (Gunze H312), and then I washed it all with some raw umber oil paint. Finally the belts (painted Sail Colour Gunze H085) and other details were picked out.

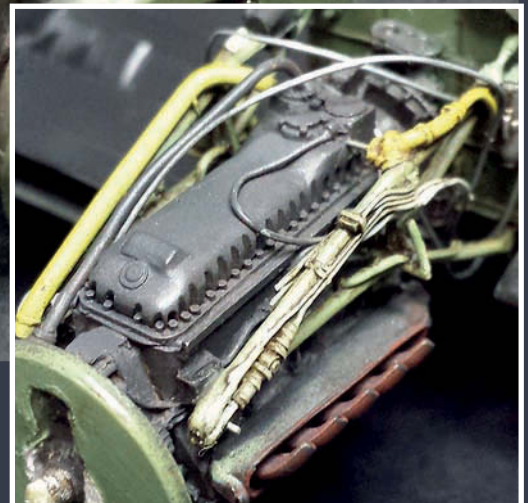
Given that building the kit is virtually a problem free experience (fuselage, wings and other major parts fit one into the other flawlessly), I decided spend some time to show off the guns and to open one of the engine bays. In each case, Aires came to the rescue with a couple of great resin sets. The engine is one of the first resin engines ever produced by Aires. Maybe that is the reason why getting this small Rolls Royce Merlin to fit and sit properly was not easy! It took a lot of time, care and

cursing to do it. Nevertheless, it was worth the effort.

When I was finally happy, I airbrushed the engine with some very diluted Tyre Black (Gunze H077). I disregarded the resin nose .303 guns in favour of the metal ones from Master because they look much, much better. Many different shades of oil paint washes brought it all to life.

I replaced this kit's flying control surfaces with a very old and very rare resin set from

Ultracast. Also, in this instance, the resin parts matched the kit one without any problem. Undercarriage legs and wheels are the original ones because there is really no reason to look for replacements. My only intervention was flattening the main wheels a bit for a natural 'sit'. The same is not true regarding the tail wheel. The Ultracast offering is way better than what we get in the box so this was fixed in place.





Night flying Mosquitoes were camouflaged with a dark green and a medium gray. If you, like me, are using acrylics exclusively for your models, you need two more Gunze colours: the Medium Sea Gray (H335) and the Dark Green (H073). Night flying Mosquito under surfaces were over painted black. Straight matt black looks unnatural so I used both tyre black and matt black in various tones bringing out the panels and shapes.

When possible I prefer painting codes instead of using decals. This time I had no choice, given that I'm not aware of the availability of any decals for night flying Mosquitoes in Malta. So, codes were made using my airbrush, Tamiya tape and a bit of darkened Tamiya Dull Red. National insignia are from an Eagle Strike decal sheet "Mosquito best sellers part 1". Stencils are from the very clear printed sheet produced by my friend Roy Sutherland under the Barracuda label.

Once codes and insignia were dry, all the camouflaged airframe was washed, lightened and darkened using the usual methods. No metal chipping this time because, like we all know, Mosquitoes were a "wooden wonder" almost entirely built of wood, the two halves of the fuselage joined together with naturally made glue which in time was replaced with a synthetic adhesive.



'I prefer painting code numbers instead of using decals'



'another satisfying project complete'



It was time to build the base displaying my Mossie in a maintenance scene. The static grass has been worked on with many different variations of green and brown acrylics to achieve a natural effect. Some washes with oils bring out the textures, and that was it, complete- another satisfying project.

Aftermarket sets used:

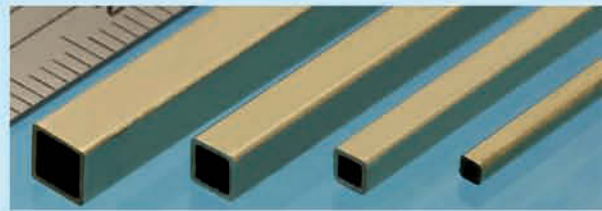
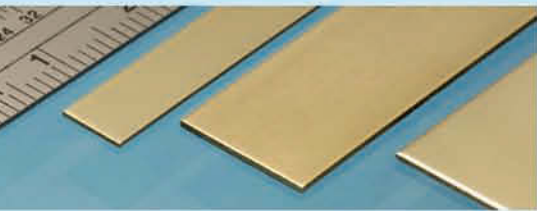
AIRES cat. 4200-Mosquito Mk VI Detail set
 EAGLE STRIKE- Mosquito best sellers part.1
 BARRACUDACALS cat.BC48010-Stencils
 MASTER cat. 48026- Browning
 XTRADECALS cat. X48049
 EDUARD ZOOM cat. Fe 239
 AIRES cat.4177 gun bay
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